

RESOLUTION NO. 78048

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE SPECIFYING THE COUNCIL'S DETERMINATIONS ON ROPOSED AMENDMENTS TO THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE

Fall 2016 General Plan Amendment Cycle

(2016 Annual General Plan Amendments, General Plan Four-Year Major Review General Plan Amendments, Alviso Master Plan Amendments, and The Alameda Urban Village Plan)

WHEREAS, the City Council is authorized by Title 18 of the San Jose Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San Jose; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San Jose 2040 General Plan, San Jose, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, on December 7, 1998, the City Council approved the Alviso Master Plan, which specific plan has been amended from time to time (hereinafter the "Alviso Master Plan"); and

WHEREAS, the original copies of the General Plan and the Alviso Master Plan, and previous amendments to those documents are on file in the office of the Director of the Department of Planning, Building and Code Enforcement; and

WHEREAS, in accordance with Title 18 of the San Jose Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City

of San Jose for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on September 28, 2016, October 12, 2016, November 2, 2016, and November 16, 2016 the Planning Commission held public hearings to consider all of following proposed approvals and amendments to the General Plan, at which hearings interested persons were given the opportunity to appear and present their views with respect to said proposed amendments and plans:

- A. 2016 Annual General Plan Amendments specified in Exhibit A hereto ("2016 Annual General Plan Amendments");
- B. General Plan Four-Year Major Review General Plan Amendments, Project/File No. GPT 16-009, specified in Exhibit B hereto ("General Plan Four-Year Major Review General Plan Amendments");
- C. The Alviso Master Plan amendments, Project/File No. GPT16-001, specified in Exhibit C hereto; and
- D. The proposed Alameda Urban Village Plan attached hereto as Exhibit D.

(All collectively referred to as the "Fall 2016 General Plan Amendments"); and

WHEREAS, at the conclusion of the public hearings, the Planning Commission transmitted its recommendations to the City Council on the proposed Fall 2016 General Plan Amendments; and

WHEREAS, copies of the proposed Fall 2016 General Plan Amendments are on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San Jose Municipal Code, public notice was given that on November 15, 2016 at 7:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San Jose, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to all of the

proposed 2016 Annual General Plan Amendments (Exhibit A), with the exception of Project/File No. GP15-014 for which the public notice was given for a public hearing on December 6, 2016 at the same time and location; and

WHEREAS, on November 15, 2016, and continued to December 6, 2016, at 7:00 p.m., and further continued to December 13, 2016 at 7:00 p.m., the Council held a duly noticed public hearing and gave all persons full opportunity to be heard and to present their views with respect to the proposed Fall 2016 General Plan Amendments (Exhibit A); and

WHEREAS, prior to making its determination on the 2016 General Plan Amendments, the Council reviewed and considered all of the following environmental documents for the following projects included in Exhibit A hereto:

- The Envision San Jose 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041), and Supplemental Environmental Impact Report to the Envision San Jose 2040 General Plan EIR (certified by Resolution No. 77617), and Addenda thereto for the following project/file numbers:
 - GP16-009
 - GPT16-004
 - GPT16-005
 - GPT16-006
 - GPT16-007
 - GPT16-008 and
 - GPT16-009
- The Draft Negative Declarations for the following project/file numbers:
 - GP16-002 (Resolution No. 77978) and
 - GP16-007 (Resolution No. 78047)
- The Draft Mitigated Negative Declaration for the following project/file numbers:
 - GP16-008 (Resolution No. 77979) and
 - GPT16-001 (Resolution No. 78046)

- The Samaritan Medical Center Master Plan Project Environmental Impact Report for Project/File No. GP15-014, PDC15-028, and PCD15-029 (certified by Resolution No. 78003); and

WHEREAS, pursuant to Title 18 of the San Jose Municipal Code, public notice was given that on December 13, 2016 at 7:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San Jose, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Four-Year Major Review General Plan Amendments (Exhibit B); and

WHEREAS, on December 13, 2016 at 7:00 p.m. the Council held a duly noticed public hearing and gave all persons full opportunity to be heard and to present their views with respect to the proposed General Plan Four-Year Major Review General Plan Amendments (Exhibit B); and

WHEREAS, the Council reviewed and considered the Envision San Jose 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041), and Supplemental Environmental Impact Report to the Envision San Jose 2040 General Plan EIR (certified by Resolution No. 77617), and addenda thereto prior to making its determination on the proposed General Plan Four-Year Major Review General Plan Amendments, Project/File No. GPT16-009 (Exhibit B); and

WHEREAS, pursuant to Title 18 of the San Jose Municipal Code, public notice was given that on December 6, 2016 at 7:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San Jose, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed Alviso Master Plan Amendments (Exhibit C); and

WHEREAS, on December 6, 2016 at 7:00 p.m. and continued to December 13, 2016 at 7:00 p.m., the Council held a duly noticed public hearing and gave all persons full opportunity to be heard and to present their views with respect to the proposed Alviso Master Plan Amendments (Exhibit C); and

WHEREAS, at the December 6, 2016 public hearing and December 13, 2016 public hearing, the Council also reviewed and considered the Topgolf @ Terra Project Mitigated Negative Declaration (Resolution No. 78046) and considered the amendments to the Alviso Master Plan Amendments, Project/File No. GPT16-001 (Exhibit C), for adoption; and

WHEREAS, pursuant to Title 18 of the San Jose Municipal Code, public notice was given that on December 13, 2016 at 7:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San Jose, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the adoption of The Alameda Urban Village Plan (Exhibit D); and

WHEREAS, on December 13, 2016 at 7:00 p.m. the Council held a duly noticed public hearing and gave all persons full opportunity to be heard and to present their views with respect to the adoption of The Alameda Urban Village Plan (Exhibit D); and

WHEREAS, the Council reviewed and considered the Envision San Jose 2040 General Plan Environmental Impact Report (certified by Resolution No. 76041), and Supplemental Environmental Impact Report to the Envision San Jose 2040 General Plan EIR (certified by Resolution No. 77617), and Addenda thereto prior to making its determination on the adoption of The Alameda Urban Village Plan (Exhibit D); and

WHEREAS, the Council is the decision-making body for all of the proposed Fall 2016 General Plan Amendments.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE
AS FOLLOWS:

SECTION 1. The Council's determinations regarding the 2016 Fall General Plan Amendments are hereby specified and set forth in **Exhibits A, B, C, and D** attached hereto and incorporated herein by reference.

SECTION 2. This Resolution shall take effect thirty (30) days following the adoption of this Resolution.

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ADOPTED this 13th day of December, 2016, by the following vote:

AYES: CARRASCO, HERRERA, JONES, JIMENEZ, KHAMIS, M.
NGUYEN, T. NGUYEN, OLIVERIO, PERALEZ, ROCHA;
LICCARDO.

NOES: NONE

ABSENT: NONE

DISQUALIFIED: NONE



SAM LICCARDO
Mayor

ATTEST:



TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA

COUNTY OF SANTA CLARA

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) ss
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I hereby certify that the amendments to the San Jose General Plan specified in the attached Exhibits A, B, C, and D were adopted by the City Council of the City of San Jose on December 13, 2016, as stated in its Resolution No. 78048.



Dated: December 13, 2016

TONI J. TABER, CMC
City Clerk

EXHIBIT A

2016 ANNUAL GENERAL PLAN AMENDMENTS

GP15-014. A General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Neighborhood/Community Commercial to Regional Commercial on a 9.3 gross acre site located north of Samaritan Drive, approximately 700 feet south of South Bascom Drive (2577 Samaritan Drive) (Samaritan Medical Center, Owner).

Council District: 9. CEQA: Samaritan Medical Center Master Plan Project Environmental Impact Report, Resolution No. 78003. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (5-0-2; Allen and Yesney absent). Council Action: (11-0.)

GP16-002. A General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Rural Residential to Residential Neighborhood on a 1.33 gross acre site located on the southeast corner of Almaden Road and Burnside Drive (18590 Almaden Road) (David Bertelsen, Owner).

Council District 10. CEQA: Negative Declaration, Resolution No. 77978. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: (9-0-2. Absent: Herrera, Kalra.)

GP16-007. A General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Public/Quasi-Public to Neighborhood/Community Commercial on an approximately 27 gross acre site located on the north side of Yerba Buena Road and east of San Felipe Road (San José Evergreen Community College District, Owner).

Council District: 8. CEQA: Negative Declaration, Resolution No. 78047. Director of Planning, Building and Code Enforcement recommends denial of the amendment affecting the entire 27-acre site and the approval of an alternative amendment to change a 14-acre portion of the site to the Neighborhood/Community Commercial land use designation. Planning Commission recommends approval (5-2 (Yesney and Pham)). Council Action: (10-1. Noes: T. Nguyen.)

GP16-008. A General Plan Amendment to change the Land Use/Transportation Diagram land use designation from No Designation to Open Space, Parklands, and Habitat on a 1.66 gross acre site located on the western side of South 31st Street between Alum Rock Avenue and East San Antonio Street (City of San José, Owner).

Council District: 5. CEQA: Mitigated Negative Declaration, Resolution No. 77979. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: (9-0-2. Absent: Herrera, Kalra.)

GP16-009. A General Plan Amendment to change the Transportation Network Diagram to remove the Local Connector Street segment along Julian Street between North Market Street and Notre Dame Avenue (City of San José, Owner).

Council District: 3. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: (9-0-2. Absent: Chu, Constant.)

GPT16-004. Various amendments to the General Plan text to make minor modifications and clarifying revisions to read as follows:

1. Amend Table of Contents, as follows:

Growth Areas	27
Downtown	27
Specific Plans	28
North San José	28
Employment Lands	29
Regional Transit Urban Villages	29
Local Transit Urban Villages	29
Commercial Corridor and Center Urban Villages	30

2. Amend Chapter 1, entitled “Envision San José 2040”, as follows:

- a. The first seven paragraphs and in the “Major Strategies” section, “Major Strategy #5 – Urban Villages” subsection (pp. 18 – 19) are hereby amended to read as follows:

“Promote the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for

new housing and job growth attractive to an innovative workforce and consistent with the Plan's environmental goals.

The General Plan establishes the Urban Villages concept to create a policy framework to direct most new job and housing growth to occur within walkable and bike friendly Urban Villages that have good access to transit and other existing infrastructure and facilities. While each Urban Village identified within the Plan will develop within a unique context, they can be divided into four general categories: Regional Transit Urban Villages, Local Transit Urban Villages, Commercial Corridor and Center Urban Villages and Neighborhood Urban Villages. The General Plan also establishes an Urban Village Planning process with the General Plan Implementation Chapter. Preparation of an Urban Village Plan for each Urban Village area will provide for continued community involvement in the implementation of the General Plan and for land use and urban design issues to be addressed at a finer level of detail.

Regional Transit Urban Villages are planned at locations within San José with unique access to major transit facilities of regional significance. Because these locations have a large public investment in transit facilities and are regionally accessible, the General Plan policies and Land Use / Transportation Diagram strongly direct that new job and housing growth within Regional Transit Urban Villages occur at the highest feasible concentration and density, with particular emphasis upon employment growth to support the Regional Employment Center Strategy. Recognizing their emerging roles as City gateways and primary public spaces, attention will be given to the design of new development within these areas with careful consideration given to the formation of high-quality environments for public circulation and gathering.

Local Transit Urban Villages are located along light rail or bus rapid transit facilities which are used primarily for travel on a more localized basis. Accordingly the Urban Villages at these locations are planned for a balanced mix of job and housing growth at relatively high densities with greater emphasis placed upon building complete communities at each Urban Village location while also supporting use of the local transit system.

Commercial Corridor and Center Urban Villages are planned to take advantage of the redevelopment potential for existing, underutilized commercial sites. These sites usually have some access to transit, but were identified primarily because of their redevelopment potential. These larger commercial center Urban Villages will function as

complete destinations that integrate a mix of high density housing, employment, and services within existing key business areas to create dynamic urban settings. These commercial center Urban Villages will serve a much larger area than the immediately adjacent surrounding neighborhoods.

Some of the Urban Villages are planned along existing commercial corridors. These commercial corridor Urban Villages will include uses and urban spaces in a linear form. These corridors also create a positive identity for San José by creating a consistent urban design character along the major roadways that connect San José's neighborhoods, regional hubs, neighboring cities and the Downtown.

Neighborhood Urban Villages are planned to enhance established neighborhoods by integrating a mix of uses, including retail, food markets, offices, public services, housing, places of worship, public parks and plazas, within or adjacent to existing or emerging neighborhoods. They are distributed throughout the City so that most of the residents of San José will have access to an attractive urban setting within walking distance of their home."

- b. The second and fourth paragraphs in the "Major Strategies" section, "Major Strategy #6 – Streetscapes for People" subsection (p. 20) are hereby amended to read as follows:

"To support and utilize the Streetscapes for People Strategy, the City maintains a land use and transportation network and transportation facilities that promote increased walking, bicycling, and public transit use. The General Plan takes a form based approach to the transportation component of the Land Use/Transportation Diagram by categorizing streets in terms of their form, role within the community and the multiple functions that they support. The General Plan policies also support the development of these streets as "Complete Streets." The City's roadways will be designed to be "Complete Streets" that are accessible and function well for everyone, supporting a full range of activities, including pedestrians, bicycles, utilities, outdoor gathering spaces and vehicle movement.

A Complete Street provides safe, comfortable, attractive and convenient access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and preferences. The design of a Complete Street considers both the public right-of-way and the land uses and design of adjoining properties, including appropriate building heights and the planning of adjoining land uses that actively engage the public street realm. As part of the Complete Street concept,

appropriate land uses, building heights, setback dimensions and other design elements related to the type and character of the street, are addressed through new zoning districts and other implementation tools adopted to advance the goals of the Envision San José 2040 General Plan. Complete Streets, along with the Land Use / Transportation Diagram, support the Plan goal to reduce the automobile commute mode share by 40% by 2040. Close alignment of the City's Capital Improvement Program with the General Plan will allow the City to strategically plan and direct resources to develop infrastructure in support of other Plan goals."

- c. The first three paragraphs in the "Growth Areas" section (p. 26) are hereby amended to read as follows:

"The Land Use / Transportation Diagram, General Plan policies and the Growth Areas concept diagram identify specific areas of San José which are planned to accommodate the majority of the City's job and housing growth. The planned location of job and housing growth capacity supports the City's long-term goal to emphasize growth within the Downtown, North San José and Specific Plan areas, while focusing new job and housing growth capacity in identified Regional and Local Transit, Commercial Corridor and Center, and Neighborhood Urban Village Growth Areas. The specific amounts of job and housing growth capacity for each of the Growth Areas are indicated in Appendix 5 – Growth Areas Planned Capacity by Horizon.

Regional Transit and Local Transit Urban Villages include vacant or under-utilized lands within close proximity of an existing or planned light rail, BART, Caltrain or Bus Rapid Transit (BRT) facility. Commercial Urban Villages include corridors and centers, and may be vacant or under-utilized lands in existing, large-scale commercial areas (e.g., Oakridge Mall, Winchester Boulevard, Bascom Avenue, etc.) Neighborhood Urban Villages are smaller neighborhood-oriented commercial sites with redevelopment potential. While the Neighborhood Urban Villages are not located in proximity to major transit facilities, their intensification could serve to create a vibrant village setting within easy access of the nearby neighborhood. For all of the Urban Village areas it is expected that the existing amount of commercial square footage would be retained and enhanced as part of any redevelopment project so that existing commercial uses within San José are never diminished.

The following text summarizes the special characteristics of each one of the City's Growth Areas, with the Growth Areas Diagram following the text:

- Downtown
- Specific Plans
- North San José
- Employment Lands
- Regional Transit Urban Villages
- Local Transit Urban Villages
- Commercial Corridor and Center Urban Villages
- Neighborhood Urban Villages”

- d. The second and third paragraphs in the “Growth Areas” section, “Specific Plans” subsection (p. 27) are hereby amended to read as follows:

“The Alviso Master Plan preserves the existing Alviso Village area and supports significant employment growth as an extension of the City’s key North San José employment district. Within the Alviso Plan area, the Regional Wastewater Facility lands have been identified as a significant opportunity for new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs. According to current occupancy data and the *Envision Job Growth Projections and Employment Land Demand* report, there is a significant need for additional industrial land of this type. Because the other Specific Plan areas are generally built-out and/or located in areas with a lesser degree of transit access, employment growth in those areas is more focused on commercial or industrial uses that support local residences and businesses.

The *Envision General Plan* provides a limited amount of new residential and job growth capacity in other Specific Plan areas, consistent with the overall Plan goal of focusing new growth in proximity to transit and other City services. Because the Specific Plans were developed through extensive community-based planning processes, the *Envision General Plan* incorporates, with only very limited modification, the land uses designated within the Specific Plan areas. Therefore, upon reviewing development proposals, the *Envision General Plan* Land Use/Transportation Diagram land use designations shall take precedence over the adopted Specific Plans Land Use diagram. Further review and updating of the Specific Plans in the future will be important to fully realize the goals and policies of the *Envision General Plan*.”

- e. The first paragraph in the "Growth Areas" section, "San José Transit Urban Villages" subsection (p. 28 - 29) is hereby amended to read as follows:

"Local Transit Urban Villages

A large and balanced amount of job and housing growth capacity is planned for the Transit Villages and Corridors. The goal is to maximize the opportunity for creating new mixed-use villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, Urban Villages located along Light Rail and BRT lines should provide more opportunity for retail and service jobs that benefit from close proximity to residential use. While the BART system serves as a regional transit line, bringing workers from throughout the region to employment centers within San José, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community, and also the amount and diversity of established commercial uses and other services already located within the area. The boundaries for the Urban Village Growth Areas are designated on the Planned Growth Areas Diagram and on the Land Use/Transportation Diagram."

- f. The first paragraph in the "Growth Areas" section, "Commercial Center Urban Villages" subsection (p. 29) is hereby amended to read as follows:

"Commercial Corridor and Center Urban Villages

While the Commercial Corridor and Centers Urban Villages are less directly connected to transit than other Growth Areas, they contain large parcels which may have greater potential for redevelopment and are generally located in areas with a high degree of accessibility which is advantageous for intensified commercial development. Providing residential growth capacity in the Commercial Growth Areas is a potential catalyst to spur the redevelopment and enhancement of existing commercial uses while also transforming them into mixed-use Urban Village type environments. At the same time, their typically more suburban settings may create some challenge to such revitalization. The Commercial Urban Villages with closer proximity to other growth areas and transit (e.g., North Bascom Avenue) or in proximity to established, more intense uses (e.g., De Anza Blvd.) may have greater near-term potential for transformation into Urban Village settings. A modest and balanced amount of new housing and job growth capacity

is planned for the Commercial Urban Villages in order to support their intensification as both employment and housing centers, support potential expansion of existing retail activity, and add a mix of employment uses while also recognizing that transit-oriented sites should be given more priority for accommodating new growth. The boundaries for the Urban Village Growth Areas are designated on the Planned Growth Areas Diagram and on the Land Use/Transportation Diagram.”

- g. The first paragraph in the “Envision San José 2040 Context and Key Issues” section, “History of Planning in San José – Specific Plans and Area Plans” subsection, “Rincon South Specific Plan (1998)” heading (p. 50) is hereby amended to read as follows:

“The *Rincon South Specific Plan* outlines a vision for the redevelopment of an area to the east of Mineta-San José International Airport and generally bounded by U.S. Highway 101 and I-880 and State Route 87 (Guadalupe Parkway). This area is almost fully developed with a large variety of land uses. A key goal of the Plan is to develop the North First Street (Guadalupe) Intensification Corridor with new commercial and mixed-use residential uses as identified in the General Plan, while balancing commercial development against traffic capacity limitations. The Plan addressed nine key objectives: Support transit use and create a pedestrian friendly environment; improve visual character of the area including streetscape; promote new and protect existing viable residential development; promote retail development; promote and maintain existing light industrial development; promote and maintain high quality office development; add new parklands; promote economic development; and minimize traffic impacts and encourage transit use. Because the *Rincon South Specific Plan* area is designated as an Employment Land Growth Area and as two Local Transit Urban Village areas within the *Envision San José 2040 General Plan*, the *Rincon South Specific Plan* was retired upon adoption of the *Envision San José 2040 General Plan*. While the Land Use Plan has been replaced by the General Plan Land Use/Transportation Diagram, the objectives, guidelines and other components of the Specific Plan are preserved as an Urban Village Plan for this area in the *Envision San José 2040 General Plan*.”

- h. The third paragraph in the “Envision San José 2040 Context and Key Issues” section, “Envision San José 2040 Key Issues” subsection (p. 59) is hereby amended to read as follows:

“2. Allows a high degree of flexibility for job growth to occur at appropriate locations throughout the City: These locations include the

further intensification of North San José, the Monterey Business Corridor / Senter Road area, and Old and New Edenvale. It also retains the planned job growth capacity in North Coyote Valley and Evergreen. The Envision San José 2040 Land Use Plan reflects a recommendation for significant new job growth in the eastern portion of Alviso, including the Regional Wastewater Facility Buffer Lands, and in the northeast corner of the Berryessa Business Park, proximate to the Milpitas BART station and Cropley Light Rail station. San José's goal is to provide adequate growth capacity for each type of employment land in order to meet the forecast job demand identified within the Employment Land Demand and Housing Demand report."

- i. The last two sentences of the seventh paragraph in the "Envision San José 2040 Context and Key Issues" section, "Envision San José 2040 Key Issues" subsection, "Environmental Concerns" heading (p. 67) are hereby amended to read as follows:

"The City has been working with the State and Regional Water Quality Control Boards to preserve the water quality of the Bay and the sensitive saltwater marshes that are part of its ecosystem. These efforts primarily involve minimizing discharge of freshwater effluent into the Bay from the Regional Wastewater Facility and better controlling nonpoint source pollutants carried by the storm drainage system."

- j. The first paragraph of the "Envision San José 2040 Context and Key Issues" section, "Envision San José 2040 Key Issues" subsection, "Urban Village Planning" heading (p. 71) is hereby amended to read as follows:

"Prior to the issuance of residential entitlements (other than projects on properties with an existing residential General Plan land use designation, "Signature Projects" as defined in Policy IP -5.10, and commercial projects including those with ancillary residential uses, within any identified Growth Area), the City should first prepare a comprehensive Urban Village Plan for that Growth Area that clearly addresses:"

2. Amend Chapter 3, entitled "Environmental Leadership", as follows:

- a. Policy MS-9.4 is hereby amended in its entirety to read as follows:

"MS-9.4 Evaluate new collection and processing options, including co-collecting yard trimmings and food scraps for anaerobic digestion at the Regional Wastewater Facility."

- b. Policy EC-5.12 is hereby amended in its entirety to read as follows:

"EC-5.12 Locate critical or public facilities (such as the Regional Wastewater Facility, local hospitals, police and fire service facilities, and schools) above the 500- year floodplain or protect such facilities up to the magnitude 500-year flood. Construction standards based on FEMA guidelines may include freeboard, elevation above the 500-year floodplain, and elevated access ramps."

- c. Policy IN-4.1 is hereby amended in its entirety to read as follows:

"IN-4.1 Monitor and regulate growth so that the cumulative wastewater treatment demand of all development can be accommodated by San José's share of the treatment capacity at the San José/Santa Clara Regional Wastewater Facility."

3. Amend Chapter 4, entitled "Quality of Life", as follows:

- a. Policy CD-7.10 is hereby amended in its entirety to read as follows:

"CD-7.10 As described in the Implementation Chapter, develop Urban Village Plans in cooperation with the nearby community and obtain San José City Council acceptance or approval of the plans prior to issuance of land use entitlements for any new residential development within designated Urban Village area boundaries. Residential uses that are purely ancillary to primary employment uses, projects on properties with an existing residential General Plan land use designation, "Signature" projects, and other types of development expressly allowed in accordance with *Envision General Plan* policies may proceed prior to acceptance or approval of the Urban Village Plan."

- b. Policy PR-1.16 is hereby amended in its entirety to read as follows:

"PR-1.16 Identify and pursue additional opportunities for new large park locations in San José (including but not limited to the County Fairgrounds, Coyote Valley, Pleasant Hills Golf Course, Rancho San Vicente, Regional Wastewater Facility buffer lands, and the former Singleton Landfill site), and pursue development of these opportunities, when feasible."

4. Amend Chapter 5, entitled "Interconnected City", as follows:

- a. The first paragraph of the "Land Use Diagram Concepts" section, "Support for Employment" subsection (p. 4) is hereby amended to read as follows:

"The *Envision San José 2040 General Plan* strongly identifies and promotes job growth as critical for fiscal sustainability in San José's future. Economic Development Policies include a Jobs / Employed Resident (J/ER) ratio goal of 1.3. In order to achieve this goal, employment lands from the *San José 2020 General Plan* are retained and additional employment land capacity is added in select locations. The most notable addition to employment capacity (compared to the *San José 2020 General Plan*) is within the Alviso planning area, on the Regional Wastewater Facility lands."

- b. The first paragraph of the "Land Use Diagram Concepts" section, "Incorporation of Specific Plans" subsection (p. 5) is hereby amended to read as follows:

"The *Envision San José 2040 General Plan* and Land Use / Transportation Diagram incorporates six of the nine Specific Plan or Planned Residential Communities that were contained within the *San Jose 2020 General Plan*. Of these, the Midtown, Jackson-Taylor, and Tamien Station Specific Plan areas are assigned additional job and housing growth capacity. The Alviso Specific Plan Area is assigned additional job growth capacity. The Martha Gardens Specific Plan area is assigned additional housing growth capacity. The Communications Hill Specific Plan is incorporated without change in growth capacity. The *Rincon South Specific Plan* has been retired as a Specific Plan and the Land Use Plan has been replaced by the General Plan Land Use/Transportation Diagram; however, the objectives, guidelines, and other components of the Specific Plan, have been maintained as an Urban Village Plan to fulfill the Urban Village Planning requirements set forth in the Implementation chapter of the *Envision General Plan*. Areas of the City previously addressed through the Berryessa Planned Residential Community, Evergreen Specific Plan and Silver Creek Specific Plans have been sufficiently developed and have Master Planned Development Zoning Districts that provide specific development standards and additional design guidelines; it is no longer necessary to maintain Specific Plans for these areas. *Envision General Plan* Land Use-/Transportation Diagram designations have been applied in the Specific Plan areas to align to the degree possible with their goals and policies and shall take precedence over adopted Specific Plans' Land Use Plans; but reference to the Specific Plans is still necessary to further define the allowable land uses therein."

- c. The first paragraph of the “Land Use Diagram Concepts” section, “Implementation of Urban Village Plans” subsection (p. 5) is hereby amended to read as follows:

“The *Envision San José 2040 General Plan* and Land Use / Transportation Diagram supports the use of Urban Village Plans as a critical tool for the implementation of the *Envision General Plan* and Diagram. Urban Village Plans are prepared through the process established within the Implementation Chapter of the *Envision General Plan*. Although Urban Village Plans are not directly incorporated into the *Envision General Plan*, they are critical to the implementation of *Envision General Plan* goals and policies. Zoning and planning entitlement actions should be evaluated for their consistency with the applicable Urban Village Plan in order to determine General Plan consistency.”

- d. The second paragraph of the “Land Use Designations” section, “Public/Quasi-Public” designation (p. 11) is hereby amended to read as follows:

“One of the larger areas within the City designated as Public/Quasi-Public is the City-owned buffer lands surrounding the Regional Wastewater Facility. Due to planned changes to the Facility’s operations, it is anticipated that the current extensive buffer land area will not be needed in the future. The City is currently in the process of preparing a Master Plan for reuse of these buffer lands for a variety of new uses, including additional employment capacity. Accordingly the *Envision General Plan* includes job growth capacity for the buffer land area to support future expansion of employment uses. Upon completion of the Facility Master Plan, the City may amend the *Envision General Plan* Land Use / Transportation Diagram and Plan policies to incorporate the outcome of the Facility Master Plan process.”

- e. The first paragraph of the “Special Land Use Designations and Overlays” section, “Urban Village Area Boundary” subsection (p. 22) is hereby amended to read as follows:

“A primary strategy of the *Envision San José 2040 General Plan* is to direct new employment and housing growth to identified Urban Village Growth Areas that have the potential to develop into vibrant, walkable, mixed-use urban communities. The Urban Village Area Boundary delineates these areas of the City identified as having the potential to support growth through redevelopment and intensification to implement the *Envision General Plan* Focused Growth Major Strategy. Urban

Village areas are divided into several categories depending upon their location: Regional and Local Transit Urban Villages; Commercial Urban Villages; and Neighborhood Urban Villages. These Urban Village areas are designated with the Urban Village Area Boundary to indicate their significant potential for intensification through redevelopment over the timeframe of the Envision General Plan. In most cases these Urban Village areas have proximity to transit, existing services and other amenities that support their intensification. Each Urban Village has a planned job and housing growth capacity, the distribution of which should be carefully defined through an Urban Village Plan. Location of a site within the Urban Village Area Boundary does not necessarily allow residential or other specific uses.”

- f. The first paragraph and bullet point of the “Special Land Use Designations and Overlays” section, “Urban Village Plan Areas” subsection (p. 26) is hereby amended to read as follows:

“The following areas have Urban Village Plans which have been reviewed by the City Council and provide detailed land use policy guidance, consistent with the requirements of the Envision General Plan Implementation Policies for Urban Village Areas:

- Rincon South – The former Rincon South Specific Plan provides goals, policies, and design guidelines for the two Urban Villages located within the Rincon South area.”

- g. The first paragraph of the “Transportation Policies” (p. 35) is hereby amended to read as follows:

“The Circulation Element of the *Envision San Jose 2040 General Plan* includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multimodal accessibility to employment, housing, shopping, entertainment, schools and parks and create a city where people are less reliant on driving to meet their daily needs. San José’s Transportation Goals, Policies and Actions aim to:”

5. Amend Chapter 6, entitled “Land Use Transportation”, as follows:

- a. The following portions of Policy LU-2.2 (p. 7 – 8) are hereby amended as follows:

- (1) The second bullet point is hereby amended to read as follows:

“• Specific Plan Areas – The City’s Specific Plans provide significant residential growth capacity and opportunities for mixed-use development. Alviso Master Plan and Rincon South Specific Plan areas also include significant amounts of planned job growth. The Regional Wastewater Facility lands, currently undergoing a separate master planning process, have been identified as a significant opportunity within the City to add new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs.”

- (2) The fifth bullet point is hereby amended to read as follows:

“• Urban Villages: Regional Transit (BART/Caltrain) – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City’s growth as a regional job center, significant new job growth capacity is planned for the each of the Regional Transit Urban Villages. Significant job and housing growth capacity is planned for the Berryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.”

- (3) The sixth bullet point is hereby amended to read as follows:

“• Urban Villages: Local Transit (LRT and BRT) – A large and balanced amount of job and housing growth capacity is planned for the Local Transit Urban Villages with the goal to maximize the opportunity for creating new mixed-use Urban Villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, the Local Transit Urban Villages provide more opportunity for retail and service jobs that benefit from close proximity to residential use. Although the BART system serves as a regional transit line that brings workers from throughout the region to employment centers within San José, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail

station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community owing to the amount and diversity of established commercial uses and other services already located within the area.”

(4) The seventh bullet point is hereby amended to read as follows:

“• Urban Villages: Commercial Corridors and Centers – While Commercial Corridor and Center Urban Villages are less directly connected to transit, they contain large parcels which may have greater potential for redevelopment and are generally located in areas with a high degree of accessibility which is advantageous for intensified commercial development. Providing residential growth capacity in the Commercial Urban Villages is a potential catalyst for spurring the redevelopment and enhancement of existing commercial uses while also transforming them into Urban Village type environments. At the same time, their typically more suburban settings may create some challenge to such revitalization. The Commercial Urban Villages, with closer proximity to other Growth Areas and transit (e.g., North Bascom Avenue between West San Carlos and Southwest Expressway) or in proximity to established, more intense uses (e.g., De Anza Blvd.), may have greater near-term potential for transformation into Urban Village settings. A modest and balanced amount of new housing and job growth capacity is planned for the Commercial Urban Villages in order to support their intensification as both employment and housing centers, while also recognizing that transit-oriented sites should be given the greatest priority for locating new growth.”

b. Policies LU-1.1 – LU.11 (pp. 5 – 6) are hereby amended to read as follows:

“LU-1.1 Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City’s jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.

LU-1.2 Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.3 Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.4 Within Identified Growth Areas, where consolidation of parcels is necessary to achieve viable designated land uses or other objectives of the Envision General Plan, limit residential development of individual parcels that do not conform to approved Village Plans or further other plan objectives.

LU-1.5 Encourage developers of large commercial and industrial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services. The provision of on-site child care may be considered for a single tenant building in industrial areas primarily for use by employees of the industrial facility. Do not locate off-site, freestanding child care facilities within industrial areas, except for those areas that have been designated for such uses.

LU-1.6 With new development or expansion and improvement of existing development or uses, incorporate measures to comply with current Federal, State, and local standards.

LU-1.7 Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.

LU-1.8 Collaborate with appropriate external agencies with land use authority or regulations in San José. Consider applicable Airport Land Use Commission, Santa Clara Valley Water District, Local Area Formation Commission, and other policies from outside agencies when reviewing new or expanded uses.

LU-1.9 Preserve existing Public/Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use.

LU-1.10 Review criteria in the Zoning Ordinance and update it as appropriate to reflect Land Use goals, policies, and implementation actions in this Plan.

LU-1.11 Incorporate appropriate land use policies developed as part of the Water Pollution Control Plant Master Plan process into the Envision General Plan, to more clearly identify the distribution of jobs in that area.”

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6. Amend Chapter 7, entitled “Implementation”, as follows:

- a. The eighth paragraph of the introduction to Chapter 7, entitled “Implementation” (p. 3) is hereby amended to read as follows:

“To evaluate the progress in accomplishing the objectives of this General Plan and to help inform the City’s budget, Implementation Actions and Performance Measures are interspersed throughout the Goal and Policy sets. The Implementation Actions are specific directives to further the Goals and Policies. They are typically discrete tasks that, once completed, are removed from the General Plan text through the Annual General Plan Review process and documented in Appendix 10 – Record of General Plan Amendments. Performance Measures provide measurable standards that allow the City to track progress towards meeting objectives of the Envision General Plan. Performance Measures are interspersed throughout this document. Those directly related to environmental sustainability are also consolidated in this chapter under Goal IP-4 for easy reference.”

- b. The Plan Horizon/Growth Area table in Policy IP-2.8 (p. 9) is hereby amended in its entirety to read as follows:

Plan Horizon	Growth Area
“Base” Capacity for new housing development not regulated by Plan Horizons	<ul style="list-style-type: none">• Downtown• Specific Plan Areas• North San José Area Development Policy• Vacant / Underutilized Lands• Residential Neighborhoods• Existing Entitlements
Horizon 1 Residential Growth Areas	• Downtown Urban Village Corridors (East Santa Clara Street, Alum Rock Avenue, West San Carlos Street, and The Alameda)
Horizon 2 Residential Growth Areas	• BART Station, Light Rail Station, and Light Rail Corridor Urban Villages
Horizon 3 Residential Growth Areas	• Planned Light Rail Stations and Corridors, Commercial Corridors and Centers, and Neighborhood Urban Villages

- c. Policy IP-3.3 is hereby amended in its entirety to read as follows:

"IP-3.3 Consider only during the Annual Review any privately-initiated General Plan Amendment proposals to modify the Land Use / Transportation Diagram or to make minor modifications to the Urban Growth Boundary or expansion of the Urban Service Area. Early consideration for continued processing or denial may be considered outside of the General Plan Annual Review process for projects involving the conversion of employment land to non-employment uses or other projects that are fundamentally inconsistent with the General Plan."

- d. The fifteenth bullet point of Policy IP-3.8 (p. 13) is hereby amended in to read as follows:

"• Achieve by 2040, 50 Million gallons per day of water conservation savings in San José, by reducing water use and increasing water efficiency. (Water Conservation Policy MS-18.6) Use the 2008 Water Conservation Plan as the data source to determine the City's baseline water conservation savings level. (Water Conservation Policy MS-18.7)"

- e. The second paragraph of Policy IP-5.10 (p. 18) is hereby amended to read as follows:

"Additionally, a proposed Signature project will be reviewed for substantial conformance with the following objectives:

4. Includes public parklands and/or privately maintained, publicly-accessible plazas or open space areas.

5. Achieves the pedestrian friendly design guideline objectives identified within this General Plan.

6. Is planned and designed through a process that provided a substantive opportunity for input by interested community members.

7. Demonstrates high-quality architectural, landscape and site design features.

8. Is consistent with the recommendations of the City's Urban Design Review process or equivalent recommending process if the project is subject to review by such a process."

- f. The first paragraph of the "Implementation" section, "Land Use Entitlement Process" subsection (p. 20) is hereby amended to read as follows:

"The primary elements of the Development Review process include: specific plans, zoning, subdivision, environmental review, annexation, site and architectural review, building permits and citizen participation. In addition, the City Council Level of Service Policies for transportation, sewers and the Regional Wastewater Facility implement those same policies in the *Envision General Plan* and control the rate and amount of new development which is allowed. Community engagement and citizen participation components of the Development Review process include public hearings which are incorporated into all those phases of the process that involve the issuance of discretionary permits by the City. Community meetings are also a vehicle for public participation and are held whenever warranted by the nature of a project or the level of public interest."

- g. Goal IP-9 is hereby amended in its entirety to read as follows:

"Use the Subdivision process to implement the *Envision General Plan* goals and policies."

- h. Goal IP-12 is hereby amended in its entirety to read as follows:

"Use the Environmental Clearance process to further implement *Envision General Plan* goals and policies related to the minimization of environmental impacts, improving fiscal sustainability and enhancing the delivery of municipal services."

- i. Policy IP-12.4 is hereby amended in its entirety to read as follows:

"IP-12.4 Use the Environmental Clearance process to facilitate the implementation of the facilities and services goals and policies of the *Envision General Plan*. The review of proposed development includes the analysis of the project's compliance with the Plan's Level of service policies for transportation, sanitary sewer and Regional Wastewater Facility capacity."

- j. Goal IP-19 is hereby amended in its entirety to read as follows:

"Implement the *Envision General Plan* Land Use / Transportation Diagram and *Envision General Plan* Goals, Policies and Implementation Actions related to housing development (Housing

Program) to meet San José's housing needs and to address State and regional housing production requirements."

7. Amend Appendix 1, entitled "Glossary", as follows:

- a. Add the following definition of "Commercial Corridor" in alphabetical order to Appendix 1:

"Commercial Corridor

A roadway and the adjacent linear group of properties, typically developed with older, low density commercial uses, that have been designated as an Urban Village to promote redevelopment and intensification with a mix of commercial and residential uses."

- b. Add the following definition of "Floor Area Ratio (FAR)" in alphabetical order to Appendix 1:

"Floor Area Ratio (FAR)

The ratio of a building's gross floor area to the net acreage of the lot upon which the building stands. Above ground structured parking is included in the calculation of the total structure/building square footage. For residential lots, the square footage of accessory structures, garages, attics, and basements are not included in the calculation."

- c. Amend the definition of "Infrastructure" in Appendix 1 to read as follows:

"The fundamental facilities and systems serving the City of San Jose or adjacent areas, such as the transportation network, communication systems and utilities. Infrastructure, as referenced in the General Plan includes both facilities that produce a needed resource or capacity (e.g., the Regional Wastewater Facility, power plants, roadways) and the distribution network that supplies those resources (e.g., pipes that deliver water, wires that deliver electricity)."

- d. Add the following definition of "Net Acreage" in alphabetical order to Appendix 1:

"Net Acreage

Net acreage is defined as the area of land available for development after deducting the land area necessary for streets, sidewalks, and other public uses such as flood control easements. The densities or

intensities of development allowed by the various land use designations defined in Chapter 5 (Interconnected City) are based on net acreage.”

8. Amend Appendix 2, entitled “General Plan Required Elements Reference”, as follows:

- a. The 20th row of the “Land Use Element” table (p. 13) is hereby amended as follows:

LU-1 General Land Use	LU-1.1, LU-1.2, LU-1.3, LU-1.4, LU-1.7, LU-1.9, LU-1.11
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- b. The 11th row of the “Safety” table (p. 26) is hereby amended as follows:

LU-1 General Land Use	LU-1.3
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9. Amend Appendix 3, entitled “Envision Process”, as follows:

- a. The fourth paragraph of the “Envision Process – Scenario Selection” section, “Scenario 6 – Initial Preferred Land Use Scenario” subsection (p. 22) is hereby amended to read as follows:

“The Preferred Land Use Scenario supports a variety of employment land types, including lower density manufacturing and light industrial job Growth Areas to address the projected demand for this type land identified within the Job Growth Projection and Employment Land Demand Report and to support a wide variety of new job types. Approximately 75% of the scenario job growth capacity is provided within the R&D / Low-Rise or Mid & High Rise land use categories, with the majority in the latter category. While some of the new job growth capacity is planned to be accommodated through the potential redesignation of Regional Wastewater Facility lands, the majority is placed on existing employment lands. Accommodating the scenario job growth levels will result in increases to the existing Floor Area Ratios (FAR), intensifying R&D / Low-Rise uses in most areas from 0.35 FAR to 0.5 or 0.7 FAR, while other sites (outside of the Downtown) are redeveloped for Mid & High Rise use at an FAR of 1.4 or as high as 1.7 in some strategic locations. The FAR for new Downtown employment uses is anticipated to typically be 5.0 or greater.”

- b. The first paragraph of the “Envision Process – Scenario Selection” section, “Scenario 7 – Revised Preferred Land Use Scenario” subsection (p. 22) is hereby amended to read as follows:

“A final Preferred Land Use Scenario (Scenario 7) was developed to be used as the “Project” for analysis in the Envision Environmental Impact Report (EIR). Scenario 7 is very similar to Scenario 6, but includes one modification in the distribution of job growth capacity. At the Envision Urban Village planning charrette, conducted on November 1, 2010, Task Force members indicated that the Urban Village areas could accommodate additional job growth. At the same time, as the Regional Wastewater Facility planning process has progressed, the City’s consultants assisting with the preparation of the Plant Master Plan have suggested that Scenario 6 included more job growth within the Alviso area than could be feasibly accommodated on the Plant and other Alviso employment lands. Further, in consideration of how the City might best minimize the overall Vehicle Miles Travelled (VMT) of future residents, and therefore reduce potential Greenhouse Gas emissions, transferring planned job growth from Alviso, which is not well-served by transit, to the light rail corridor should help to reduce automobile travel. In response to these concerns, planned job growth capacity was redistributed from Alviso to the Light Rail Urban Village Growth Areas for Scenario 7.”

Council District: Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0-0). Council Action: (9-0-2. Absent: Chu, Constant.)

GPT16-005. Amendment of the General Plan to amend Chapter 7 “Implementation,” “General Plan Annual Review and Measurable Sustainability” section, Policy IP-3.5 (p. 10) in its entirety to read as follows:

“IP-3.5 Annual Review may include consideration of required General Plan Amendments for proposals to modify identified Urban Village Growth Areas including creation of new Urban Villages, removal of existing Urban Villages, modification of an Urban Village Plan, modification of a Growth Area’s boundaries, or modification of the identified Plan Horizon for an Urban Village. Creation of a new Urban Village may be considered to facilitate development of an exceptional project that meets standards and objectives comparable to those identified for Signature Projects, including exceeding minimum densities for employment and residential uses and consistency with site and architectural design guidelines. Creation of a new Urban Village area will require transfer of the planned amount of housing growth capacity from some other identified Growth Area that has housing growth capacity.”

Council District: Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: Resolution 76041: (9-0-2. Absent: Chu, Constant.); Resolution No. 77617: (11-0.)

GPT16-006. Amendment to the General Plan to amend Appendix 5 "Growth Areas Planned Capacity by Horizon", "Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)" table of the Envision San José 2040 General Plan to reflect approved residential entitlements since adoption of the General Plan and to make minor formatting revisions to read as follows:

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons) 839,450 Jobs and 429,350 Dwelling Units; 1.3 J/ER Existing 2008 Development: 369,450 Jobs & 309,350 DU Growth Above Existing: 470,000 Jobs & 120,000 DU									
	Acres	Proposed Planned Job Capacity	Planned Housing Yield (DU)	Planned Acreage for Mixed-Use Residential	Base	Planned DU Growth Capacity for Urban Villages by Horizon (Timeframe)			NSJ ADP
					Already Entitled	Horizon 1	Horizon 2	Horizon 3	Phases 2-4
Total Plan Growth Capacity		470,000	120,000		32,610	13,909	25,309	24,626	23,546
Downtown									
Downtown (v)	890	48,500	10,360		4,938	5,422			
Downtown Sub-Total		48,500	10,360		4,938	5,422			
Specific Plan Areas									
Communications Hill Specific Plan	942	1,700	2,775		2,775				
Jackson-Taylor Residential Strategy	109	100	1,190		656	534			
Martha Gardens Specific Plan	145	0	1,760		0	1,760			
Midtown Specific Plan	219	1,000	1,600		646	954			
Tamien Station Area Specific Plan	149	600	1,060		169	891			
Alviso Master Plan (v)	11,443	25,520	70		0	70			
Evergreen Specific Plan (not including V55)	879	0	25		25				
Specific Plan Sub-Total		28,920	8,480		4,271	4,209			
Employment Land Areas									
Monterey Business Corridor (v)	421	1,095	-						
New Edenvale	754	16,000	-						
Old Edenvale Area (Bernal)	474	31,000	780		780				
North Coyote Valley	1,722	50,000	-						
Evergreen Campus Industrial Area	368	12,000	-						
North San José (including Rincon South)	4,382	100,000	32,640		9,094				23,546
VT1 - Lundy / Milpitas BART	150	28,400	-						
Berryessa / International Business Park (v)	448	10,155	-						
Mabury (v)	300	2,265	-						
East Gish (v)	442	2,300	-						
Senter Road (v)	345	2,275	-						
VT5 - Santa Clara / Airport West (FMC)	194	1,600	-						
VT7 - Blossom Hill / Monterey Rd	24	1,940	-						

VT25 - W. Capitol Expy / Monterey Rd	24	870	-						
VR16 - S. Capitol Av / Capitol Expy	2	260	-						
VR24 - Monterey Hwy / Senter Rd	35	1280	-						
VR26 - E. Capitol Expy / McLaughlin Dr	16	630	-						
VR27 - W. Capitol Expy / Vistapark Dr	15	680	-						
C42 - Story Rd (v)	115	7,020	-						
C45 - County Fairgrounds	184	4,120	-						
C46 - Meridian / Parkmoor	21	1,200	-						
Employment Land Sub-Total		275,090	33,420			9,874		23,546	
Regional Transit Urban Villages									
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	250	22,100	4,814	48	3,884		930		
VT3 - Five Wounds BART	32	4,050	845	8			845		
VT4 - The Alameda (East)	19	1,610	411	4	177	234			
VT6 - Blossom Hill / Hitachi	302	-	2,930	29	2,930				
Regional Transit Villages Sub-Total		27,760	9,000		6,991	234	1,775		
Local Transit Urban Villages (Existing LRT)									
VR8 - Curtner Light Rail / Caltrain (v)	43	1,380	1,440	36			1,440		
VR9 - Race Street Light Rail (v)	78								
A (west of Sunol)		2,207	1,937		532		1,405		
B (Reed & Graham Site)		700	675				675		
VR10 - Capitol / 87 Light Rail (v)	48	2,768	1,195	30			1,195		
VR11 - Penitencia Creek Light Rail	30	1,013	920	23			920		
VR12 - N. Capitol Av / Hostetter Rd (v)	23	500	1,230	23			1,230		
VR13 - N. Capitol Av / Berryessa Rd (v)	49	2,022	1,465	37			1,465		
VR14 - N. Capitol Ave / Mabury Rd	30	250	700	18			700		
VR15 - N. Capitol Av / McKee Rd (v)	55	2,812	1,930	48			1,930		
VR17 - Oakridge Mall and Vicinity (v)	323								
A (Cambrian / Pioneer)		3,375	2,712	68			2,712		
B (Edenvale)		5,715	4,487	115			4,487		
VR18 - Blossom Hill Rd / Cahalan Av	28	1,780	600	15			600		
VR19 - Blossom Hill Rd / Snell Av	45	2,598	770	27	8		762		
CR20 - N. 1st Street	66	2,520	1,678	42	333		1,345		
CR21 - Southwest Expressway (v)	132	4,965	3,007	75	339		2,668		
Local Transit Villages (Existing LRT) Sub-Total		34,605	24,746		1,212		23,534		
Local Transit Urban Villages (Planned BRT/LRT)									
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	3,690	250		250				
VR23 - E. Capitol Expy / Silver Creek Rd	58	900	1,000	25			1,000		
CR28 - E. Santa Clara Street									
A (West of 17th Street)	64	795	850	17		850			
B (Roosevelt Park)	47	605	650	13		650			
CR29 - Alum Rock Avenue									
A (Little Portugal)	18	270	310	6		310			
B (Alum Rock)	72	870	1,010	20	93	917			
C (East of 680)	61	1,010	1,175	24			1,175		
CR30 - The Alameda (West)	16	440	400	8			400		
CR31 - W. San Carlos Street									
A (East)	48	380	480	10		480			
B (Mid)	32	260	330	7	95	235			
C (West)	39	340	435	9	218	217			
CR32 - Stevens Creek Boulevard									
A (East)	78	700	1,300	26	8		1,292		
B (Mid)	116	950	1,750	35			1,750		
C (West)	75	750	810	16			810		
Local Transit Villages (Planned BRT/LRT) Sub-Total		11,960	10,750		664	3,659	6,427		
Commercial Corridor & Center Urban Villages									
C33 - Story Rd / McLaughlin Av	52	0	0						

C34 - Tully Rd / S. King Rd	90	1,900	1,000	20			1,000
C35 - Valley Fair / Santana Row and Vicinity (v)	116	2,410	2,635	53	725		1,910
C36 - Paseo de Saratoga and Vicinity	140	3,000	2,500	50			2,500
C37 - Santa Teresa Bl / Bernal Rd	56	1,500	524	14			524
C38 - Winchester Boulevard	216	4,600	2,000	40	441		1,559
C39 - S. Bascom Avenue (North)	62	1,440	1,560	28			1,560
C40 - S. Bascom Avenue (South) (v)	63	1,705	805	16	74		731
C41 - Saratoga Avenue (v)	100	3,605	1,115	22	89		1,026
C43 - S. De Anza Boulevard (v)	64	2,140	845		45		800
C44 - Camden / Hillsdale Avenue	90	3,500	1,000	20			1,000
Commercial Corridor & Center Villages Sub-Total		25,800	13,984		1,374		12,610
Neighborhood Villages							
V47 - Landess Av / Morrill Av	16	600	270	7			270
V48 - Piedmont Rd / Sierra Rd	11	400	150	4			150
V49 - McKee Rd / Toyon Av	13	400	180	5			180
V50 - McKee Rd / White Rd (v)	10	300	168	4	7		161
V52 - E. Capitol Expy / Foxdale Dr	14	400	212	5			212
V53 - Quimby Rd / S. White Rd	16	500	225	6			225
V54 - Aborn Rd / San Felipe Rd	19	500	310	8			310
V55 - Evergreen Village	30	600	385	10	385		
V57 - S. 24th St / William Ct (v)	9	415	217	5	67		150
V58 - Monterey Rd / Chynoweth Rd	26	1,200	120	3			120
V59 - Santa Teresa Bl / Cottle Rd (v)	31	1,090	313	13			313
V60 - Santa Teresa Bl / Snell Av	11	500	140	4			140
V61 - Bollinger Rd / Miller Av	13	400	160	4			160
V62 - Bollinger Rd / Lawrence Expy	5	200	70	2			70
V63 - Hamilton Av / Meridian Av	40	1,000	710	18			710
V64 - Almaden Expy / Hillsdale Av	24	800	370	9			370
V65 - Foxworthy Av / Meridian Av	16	700	250	6	55		195
V67 - Branham Ln / Meridian Av	18	650	310	8			310
V68 - Camden Av / Branham Ln	26	650	450	11			450
V69 - Kooser Rd / Meridian Av	20	850	350	9			350
V70 - Camden Av / Kooser Rd (v)	26	1,080	623	16			623
V71 - Meridian Av / Redmond Av	10	505	120	3			120
Neighborhood Villages Sub-Total		13,740	6,103		129	385	5,589
Other Identified Growth Areas							
Vacant Lands	558	3,625	1,460		1,460		
Entitled & Not Built	513	0	1,697		1,697		
Other Identified Growth Areas Sub-Total		3,625	3,157		3,157		

Notes:

DU = Dwelling Units (Occupied and Vacant)

Planned Housing Yield (DU) = The number of new dwelling units which would be produced within the identified growth area through redevelopment of the planned Mixed-Use Residential land areas at the anticipated density (DU/AC)

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

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Council District: Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: Resolution 76041: (9-0-2. Absent: Chu, Constant.); Resolution No. 77617: (11-0.)

GPT16-007. Amendment of the General Plan to amend Chapter 4 "Quality of Life," "Urban Villages" section, Policy CD-7.9 (p. 23) in its entirety to read as follows:

"CD-7.9 Build new residential development within Urban Village areas at a minimum of four stories in height with a step down in height when building new residential development immediately adjacent to single-family residential sites that have a Residential Neighborhood designation. Individual Urban Village Plans may establish more specific policies or guidelines to ensure compatibility with adjacent single family neighborhoods, and development should be consistent with these policies and guidelines, established in approved Urban Village Plans."

Council District: Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: Resolution 76041: (9-0-2. Absent: Chu, Constant.); Resolution No. 77617: (11-0.)

GPT16-008. Amendment of the General Plan to amend Chapter 5 "Interconnected City," "Land Use Designations" section, "Mixed Use Commercial" designation (p.9) in its entirety to read as follows:

"Mixed Use Commercial

Density: Up to 50 DU/AC; Residential/Commercial Mixed-Use FAR 0.5 to 4.5 (1 to 6 stories); Commercial FAR 0.25 to 4.5 (1 to 6 stories)

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and

residential activity allowed in a secondary role. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for residential/commercial mixed-use projects and 0.25 FAR for commercial projects with a typically appropriate overall FAR of up to 4.5, allowing for a medium intensity of development. This designation therefore is more commercially focused than the Mixed Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they are compatible and do not pose a hazard to other nearby uses.”

Council District: Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (7-0). Council Action: Resolution 76041: (9-0-2. Absent: Chu, Constant.); Resolution No. 77617: (11-0.)

EXHIBIT B

GENERAL PLAN FOUR-YEAR MAJOR REVIEW GENERAL PLAN AMENDMENTS

GPT16-009. Various amendments to the General Plan associated with the General Plan Four-Year Major Review, as follows:

1. Amend Chapter 1, entitled "Envision San José 2040", as follows:

- a. "Major Strategies" section, "Major Strategy #4 – Innovation/Regional Employment Center" subsection (p. 17) is hereby amended in its entirety to read as follows:

"Emphasize economic development within the City to support San José's growth as center of innovation and regional employment. Growing San José's role as an employment center will enhance the City's leadership role in North America, increase utilization of the regional transit systems, and support the City's fiscal health.

San José is the largest and most urban city located within the Silicon Valley and plays an increasingly important role in the continuing growth of the regional, State, and National economies. San José is however the only large city within the US that acts as a net exporter of workers within the region. The resulting "bedroom community" character reduces opportunities for San José to take on a leadership role that would benefit the development of the Silicon Valley as a whole, while also undermining San José's economic, fiscal, and cultural status. Through multiple General Plan updates, San José has identified improvement of the City's jobs/housing balance or Jobs/Employed Residents Ratio (J/ER) as a critical objective to address multiple City goals. The Envision San Jose 2040 General Plan establishes achievement of a J/ER ratio of 1.1 to 1 by the year 2040 as a core objective of the Plan, informing its policies and Land Use/Transportation Diagram designations. In the near term, the Plan strives to achieve a J/ER ratio of 1.0 by the year 2025.

The Land Use/Transportation Diagram and General Plan policies support the development of up to 382,000 new jobs within San José and a jobs to employed resident ratio of 1.1 Jobs per Employed Resident. The Plan focuses employment growth in the Downtown, in proximity to regional and local transit facilities and on existing employment lands citywide, while also encouraging the development of neighborhood serving commercial uses throughout the community and close to the residents they serve. The Plan recognizes that all existing employment lands add value to the City

overall and therefore preserves those employment lands and promotes the addition of new employment lands when opportunities arise. The Plan in particular supports intensive job growth at planned and existing regional transit stations (e.g., BART, High-Speed Rail, and Caltrans) to support increased transit ridership and regional use of the transit system to access San José's employment centers.

The Envision San José 2040 General Plan supports and promotes San José's growth as a regional center for employment and innovation, by:

- Planning for 382,000 new jobs and a Jobs/Employed Resident Ratio of 1.1/1
- Providing greater flexibility for commercial activity
- Supporting job growth within existing job centers
- Adding new employment lands
- Designating job centers at regional transit stations
- Celebrating arts and culture"

- b. The first two paragraphs of the "Envision San José 2040 Context and Key Issues" section, "Envision San José 2040 Key Issues" subsection (p. 59) are hereby amended to read as follows:

"While the *Envision San José 2040 General Plan* builds upon the City's land use planning history and core community values that have been addressed in previous General Plan documents, it also establishes a new direction in some key areas. Key decisions made by the City through the Envision process and subsequent Major Reviews have resulted in a General Plan that:

1. Includes growth capacity for the development of up to 382,000 new jobs and up to 120,000 new dwelling units through 2040: With its current development and this amount of growth capacity, San José could grow to 751,000 jobs and 430,000 dwelling units in total, supporting a residential population of approximately 1.3 million people and a Jobs / Employed Resident Ratio (J/ER) of 1.1/1."

- c. The last paragraph of the "Envision San José 2040 Context and Key Issues" section, "Envision San José 2040 Key Issues" subsection, Jobs/Employed Resident ("Jobs-Housing Balance") heading (p. 65) is hereby amended to read as follows:

"The Task Force regularly debated whether housing and job capacities proposed in the various growth scenarios could be achieved, asking about

recent jobs and housing development trends for comparison purposes. Task Force members also debated whether job growth could be achieved without comparable housing growth. The Task Force supported a vision of San José as a fiscally sustainable and world-class city, and agreed that San José should try to improve its J/ER ratio to at least 1.0, ultimately targeting a J/ER ratio of 1.3 to help accomplish that vision.

During the 2015 Major Review process, the Task Force was directed by City Council to set a more achievable J/ER ratio. As part of this Major Review process, the Task Force recommended a J/ER ratio of 1.1 jobs per employed resident in order to establish a more attainable jobs goal while also maintaining the General Plan's jobs-first principle, thereby changing the General Plan's J/ER ratio goal from 1.3/1 to 1.1/1."

- c. The first paragraph of the "Envision San José 2040 Context and Key Issues" section, "Envision San José 2040 Key Issues" subsection, "Planning Horizons" heading (p. 69) is hereby amended to read as follows:

"The *Envision General Plan* supports the potential development of up to 382,000 new jobs and 120,000 new housing units for the timeframe 2011 through 2040. The Envision Task Force expressed considerable concern that this large amount of growth might proceed in an imbalanced or poorly implemented fashion, undermining the overall goals of the Envision General Plan."

2. Amend Chapter 2, entitled "Thriving Community", as follows:

- a. Policy IE-1.4 is hereby amended in its entirety to read as follows:

"IE-1.4 Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. To attain fiscal sustainability for the City, strive to achieve a minimum ratio of 1.1 jobs/employed resident by 2040. In the near term, strive to achieve a minimum ratio of 1 job per employed resident by 2025."

- b. Policy IE-1.4 is hereby amended in its entirety to read as follows:

"IE-1.14 To monitor the City's balance of land uses and resulting tax base as well as its progress towards reaching the goal of 1.1 jobs per employed resident in San José, periodically review residential construction activity and supply versus industrial and commercial job growth rates. Report results of this review to the City Council as part of the annual General Plan reviews."

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3. Amend Chapter 4, entitled "Quality of Life", as follows:

- a. Add four new Actions, H-1.15 through H-1.18, to Goal H-1 "Housing – Social Equity and Diversity" (p. 30), to read as follows:

"H-1.15 Identify, assess, and implement potential tools, policies, or programs to prevent or to mitigate the displacement of existing low-income residents due to market forces or to infrastructure investment.

H-1.16 Identify, assess, and implement potential tools, policies, or programs to facilitate new supply of housing that is affordable to lower-income workers and residents in key Growth Areas, such as in Urban Villages, priority development areas, and in transit locations.

H-1.17 Develop tools to assess and to identify neighborhoods and planning areas that are experiencing or that may experience gentrification in order to identify where anti-displacement and preservation resources should be directed.

H-1.18 Explore and facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as neighborhood hubs, community gardens, car-sharing, and bike facilities to increase access to health and transportation resources."

- b. Amend Goal H-12 "Affordable Housing" (pp. 30 - 31) in its entirety to read as follows:

"Goal H-2 Affordable Housing

Preserve and improve San José's existing affordable housing stock and increase its supply such that 15% or more of the new housing stock developed is affordable to low, very low and extremely low income households. Nothing in this language is intended, directly or indirectly, to impose any requirement on any individual housing project to include an amount or percentage of affordable units. Nothing in this language is intended to, directly or indirectly, result in a finding or determination that an individual housing project is inconsistent with the General Plan, if it does not contain any affordable housing units.

Policies – Affordable Housing

H-2.1 Facilitate the production of extremely low-, very low-, low-, and moderate income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.

H-2.2 Integrate affordable housing in identified growth locations and where other housing opportunities may exist, consistent with the Envision General Plan.

H-2.3 Conserve viable housing stock through a balanced combination of housing code enforcement and complementary programs such as rehabilitation loans and grants to help maintain the supply of low-priced housing.

H-2.4 Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.

H-2.5 Facilitate second units on single-family residential lots, in conformance with our City's Secondary Unit Ordinance, to take advantage of a potential source of affordable housing and to assist our City in meeting its needs as identified in its Consolidated Plan.

H-2.6 Incorporate an affordable housing implementation plan in the preparation of each Urban Village plan, specific plan, master plan, or strategy plan that include plans for housing.

H-2.7 Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.

H-2.8 Facilitate the production of affordable and safe housing for workers who provide goods and services to San Jose residents and businesses.

H-2.9 To increase the supply of affordable housing, one hundred percent deed restricted affordable housing developments would be allowed on sites outside of the existing Growth Areas on properties with a Mixed Use Commercial or Neighborhood/Community Commercial land use designation if the development meets the following criteria:

1. The site is 1.5 acres or less.
2. The site is vacant or underutilized.
3. The site has adjacent properties with a residential General Plan Land Use / Transportation Diagram designation on at least two sides and the development would be compatible with the surrounding neighborhood.

4. The development would not impact the viability of surrounding commercial or industrial properties or businesses.
5. The site is located within a ½-mile of an existing transit line.
6. The development integrates commercial uses that support the affordable housing project and/or the surrounding neighborhood.
7. Development on properties that contain structures that are on, or are eligible for inclusion on the City of San José's Historic Resources Inventory should adaptively reuse these structures.

H-2.10 Work with existing and new partners to develop a regional mechanism to advance the shared responsibility of meeting the region's affordable housing needs.

Actions – Affordable Housing

H-2.11 Coordinate and implement housing policies and goals contained in the City's, Consolidated Plan, and its 5-Year Investment Plan.

H-2.12 Explore revisions to our City's Secondary Unit Ordinance that further support the provision of affordable housing and help achieve needs identified in its Consolidated Plan.

H-2.13 Update the City's dispersion policy: 1) to align the location of future affordable housing developments with planned future Growth Areas identified in the Envision General Plan; 2) to be consistent with the City's inclusionary housing ordinance; 3) to maximize the access of transit, retail, services, and amenities to affordable housing developments; and 4) to reemphasize the support for integration and complete communities.

H-2.14 Seek permanent sources of affordable housing funds.

H-2.15 Maintain our City's Inclusionary Housing Policy and Ordinance, and provide technical assistance to the development community to ensure that residential projects conform to it.

H-2.16 Support local, state and federal regulations that preserve "at-risk" subsidized and rent-stabilized units subject to potential conversion to market rate housing and that will encourage equitable and fair policies that protect tenant and owner rights.

H-2.17 Support legislation at the State and Federal levels that: (1) facilitates private and/or public sector investment in housing affordable to households of extremely-low, very low-, low- and moderate-income; (2) provides for the greatest local autonomy in the administration of State and Federal housing programs; and (3) furthers the City's objective of conserving and rehabilitating the existing housing stock.

H-2.18 Create and maintain a list of sites that are appropriate for meeting our City's affordable housing needs.

H-2.19 Explore, analyze, and implement innovative programs, policies, and partnerships that bring new housing solutions and products to San José."

4. Amend Chapter 5, entitled "Interconnected City", as follows:

- a. The "Land Use Diagram Concepts" section, "Support for Employment Growth" subsection (p. 4) is hereby amended in its entirety to read as follows:

"The Envision San José 2040 General Plan strongly identifies and promotes job growth as critical for fiscal sustainability in San José's future. Economic Development Policies include a Jobs / Employed Resident (J/ER) ratio goal of 1.1 by 2040, and a near term J/ER ratio goal of 1.0 by 2025. In order to achieve these goals, employment lands from the San José 2020 General Plan are retained and additional employment land capacity is added in select locations. The most notable addition to employment capacity (compared to the San José 2020 General Plan) is within the Alviso planning area, on the Water Pollution Control Plant lands.

To support growth in employment and commercial activity, the Envision San José 2040 General Plan provides flexibility for mixing of land uses with a particular emphasis upon allowing more flexibility for commercial uses to develop within predominantly residential areas of the city. The resulting land use designations and various Land Use Policies accordingly provide significant support for new mixed-use development. In most instances, these mixed-use designations and policies provide additional flexibility for accommodating commercial uses beyond what was allowed in the San José 2020 General Plan."

- b. The twelfth paragraph of the introduction to Chapter 7, entitled "Implementation" (p. 4) is hereby amended to read as follows:

"San José recognizes the economic and fiscal importance of promoting an appropriate balance of both housing and job growth. All economic and housing development directly influences attainment of the General Plan

Policy objective of 1.1 jobs for each employed resident. Implementation Goals and Policies in this section address efficient and effective ways of facilitating job and housing growth at appropriate densities and locations.”

- c. Amend Goal IP-2 “General Plan Phasing / Planning Horizons / Major Review” (pp. 7 - 9) in its entirety to read as follows:

“Goal IP-2 – General Plan Phasing / Planning Horizons / Major Review

Monitor progress toward General Plan Vision, goals and policies through a periodic Major Review. Evaluate the success of the Envision General Plan’s implementation and consider refinement of the Land Use / Transportation Diagram and the Envision General Plan policies to ensure their achievement. Use General Plan Major Reviews to consider increases in available residential development capacity by opening an additional Horizon for development and to assign priority to growth areas within San José for new housing.

Policies – General Plan Phasing / Planning Horizons / Major Review

IP-2.1 Gradually implement the development of new Urban Village areas by dividing them into three Plan Horizons and allowing a specific portion of the Urban Village areas to be developed within each Horizon. Identify the locations of current Plan Horizon Urban Villages, presently available for residential development, on the Land Use / Transportation Diagram.

IP-2.2 Identify the Urban Villages to be made available for new housing in future Plan Horizons, and allow continued commercial and mixed use non-residential development in all Urban Villages.

IP-2.3 Prepare Urban Village Plans in advance of the redevelopment of an Urban Village to facilitate coordination of infrastructure, community facilities and parks planning with planned new residential growth, including use of the City’s Capital Improvement Program.

IP-2.4 Conduct a Major Review of the Envision General Plan by the City Council every four years to evaluate the City’s achievement of key economic development, fiscal and infrastructure/service goals, greenhouse gas emission reduction goals and targets, water conservation and recycling goals, availability and affordability of housing supply, Healthful Community goals, and to review changes and trends in land use and development. Based on this review, determine the City’s readiness to begin the next Envision General Plan Horizon or to modify the number of “pool” residential units available for non-specific Urban Village areas within the current Plan Horizon. Amend the Land Use / Transportation Diagram and/or Envision General Plan goals, policies, and actions accordingly.

IP-2.5 During each Major Review of the *Envision General Plan* evaluate input provided by the reconvened Task Force and achievement of the following key General Plan goals to inform the City Council's decision, regarding needed changes, to begin the next General Plan Horizon, or to increase the number of residential units available for non-specific Urban Village areas:

- a. Jobs/Housing Balance – Demonstrate improvement of the City's jobs to employed resident ratio (J/ER) consistent with achievement of 1.0 job per employed resident by 2025, and 1.1 jobs per employed resident by the year 2040.
- b. Fiscal Sustainability – Demonstrate sustainable improvement above 2010 levels in the level of service for City services provided to the San José community.
- c. Housing Supply – Verify that the current Planning Horizon contains adequate capacity to meet San José's Regional Housing Needs Allocation for the upcoming 4-year term.
- d. Infrastructure – Confirm that adequate infrastructure and service facilities, especially transit, exist or that a secure plan for them is in place to support the planned jobs and housing capacity in the current and contemplated Horizon.

IP-2.6 When the City assesses its jobs-housing balance on a periodic basis, include an analysis of the jobs-housing fit in order to provide a more detailed analysis of San José's workforce by jobs and incomes and housing stock by types of housing costs. This will provide additional information as to whether the City's housing stock fits the affordability needs of its workforce.

IP-2.7 Encourage employment uses in all Urban Village areas identified for potential housing growth available during any Horizon. Allow intensified residential mixed use in Urban Villages in those Horizons as determined by the City Council in the sequence shown in the Table, Planned Job Capacity and Housing Growth Areas by Horizon, in Appendix 5. Amend the Land Use / Transportation Diagram to identify new housing Growth Areas with each new Horizon.

IP-2.8 Allow development of residential units at the density and in the form approved in land use entitlements in place upon adoption of the *Envision San José 2040 General Plan*, including capacity specified in the adopted Downtown Strategy, North San José Area Development Policy, Evergreen-East Hills Development Policy, Specific Plans, and potential dwelling unit yield from residential properties identified on the City's

Vacant Land Inventory. When the City Council commences the second Horizon of the Envision General Plan, new or revised proposals for development on sites with previously approved residential entitlements should conform to the Land Use / Transportation Diagram.

IP-2.9 Focus new residential development into specified Growth Areas to foster the cohesive transformation of these areas into complete Urban Villages. Allow immediate development of all residential capacity planned for the Growth Areas included in the current Plan Horizons.

Plan Horizon	Growth Area
<p>"Base"</p> <p>Capacity for new housing development not regulated by Plan Horizons</p>	<ul style="list-style-type: none"> • Downtown • Specific Plan Areas • North San José Area Development Policy • Vacant / Underutilized Lands • Residential Neighborhoods • Existing Entitlements
<p>Horizon 1</p> <p>Residential Growth Areas</p>	<ul style="list-style-type: none"> • Downtown Urban Village Corridors (East Santa Clara Street, Alum Rock Avenue, West San Carlos Street, and The Alameda) and Berryessa BART Urban Village
<p>Horizon 2</p> <p>Residential Growth Areas</p>	<ul style="list-style-type: none"> • Five Wounds BART and Local Transit (Existing) Urban Villages
<p>Horizon 3</p> <p>Residential Growth Areas</p>	<ul style="list-style-type: none"> • Local Transit (Planned), Commercial Corridors and Centers, and Neighborhood Urban Villages

IP-2.10 Open Horizons for development in planned phases to give priority for new residential growth to occur in areas proximate to Downtown, with access to existing and planned transit facilities, and adequate infrastructure to support intensification, and proximate to other Growth Areas to contribute to the City's urban form.

IP-2.11 Provide a "Pool" of residential unit capacity which may be allocated to allow entitlement of residential projects within Urban Village Areas not included within the current Plan Horizon. This pool is initially established as 5,000 units, and may be replenished as part of a General Plan Major Review. Projects receiving allocation must conform to the Land Use / Transportation Diagram. Preparation of an Urban Village Plan for the subject Urban Village is necessary prior to allocation of these units unless the project qualifies as a Signature Project.

IP-2.12 Reconvene the Envision San José 2040 Task Force during each Major Review of the Envision General Plan to provide community and stakeholder engagement in reviewing and evaluating success in the

implementation of this General Plan and recommending any mid-course actions needed to achieve its goals.”

- d. Amend Goal IP-3 “General Plan Annual Review and Measurable Sustainability” (pp. 10 - 13) in its entirety to read as follows:

“Goal IP-3 – General Plan Annual Review and Measurable Sustainability

Evaluate the progress of the Envision General Plan’s implementation actions and programs, and the Green House Gas (GHG) reduction strategies using its Performance Measures and the Council’s Climate Action/Green House Gas Reduction Policy and, as needed, refine Envision General Plan goals and policies and the Land Use / Transportation Diagram during Annual Review.

Policies - General Plan Annual Review and Measurable Sustainability

IP-3.1 Beginning in 2013, hold one (1) Annual Review hearing for the Planning Commission and the City Council to review and consider privately proposed amendments to the Envision General Plan and to evaluate its Performance Measures.

IP-3.2 As part of the General Plan Annual Review, carefully monitor the jobs-to employed resident ratio and, as a minimum, consider the following current development trends:

- Vacant land absorption;
- Amount of residential and economic development;
- Amount and value of non-residential construction;
- Number and types of housing units authorized by building permit, including number of affordable units, and development activity level in zonings, development permits, annexations and building permits;
- Status of current capacity of major infrastructure systems which are addressed in General Plan Level of Service policies (transportation, sanitary sewers, and sewage treatment);
- Transit-ridership statistics and other measures of peak-hour diversion from single occupant vehicles;
- Status and implementation of Green Vision, Envision General Plan policies, and other greenhouse gas reduction strategy measures, including greenhouse gas emission reductions compared to baseline and/or business-as-usual; and

- Levels of police, fire, parks and library services being provided by the City.

IP-3.3 Consider only during Annual Review any privately-initiated General Plan Amendment proposals to modify the Land Use / Transportation Diagram or to make minor modifications to the Urban Growth Boundary or expansion of the Urban Service Area. Early consideration for continued processing or denial for such projects may be considered outside of the General Plan Annual Review process.

IP-3.4 Maintain the City's total planned housing growth capacity (120,000 dwelling units) as a cumulative result of any Amendments approved during a single Annual Review. Amendments may maintain or increase, but not diminish the total planned job growth capacity for the City.

IP-3.5 Annual Review may include consideration of required General Plan Amendments for proposals to modify identified Urban Village Growth Areas, including creation of new Urban Villages, removal of existing Urban Villages or modification of a Growth Area's boundaries, or to modify the identified Plan Horizon for an Urban Village. Creation of a new Urban Village may be considered to facilitate development of an exceptional project that meets standards and objectives comparable to those identified for Signature Projects, including exceeding minimum densities for employment and residential uses and consistency with site and architectural design guidelines. Creation of a new Urban Village area will require transfer of the planned amount of housing growth capacity from some other identified Growth Area that has housing growth capacity.

IP-3.6 For all General Plan Amendment proposals, analyze the projected effects upon transportation, including transit use, bicycle and pedestrian activity, and traffic congestion, upon the City's job growth capacity and anticipated fiscal performance, and upon the City's progress toward its open space and parklands goals.

IP-3.7 Monitor, evaluate and annually report on the success of the programs and actions contained within the Greenhouse Gas Reduction City Council Policy to demonstrate progress toward achieving required State of California Greenhouse Gas reduction targets (at or below 1990-equivalent levels) by 2020, 2030, 2040 and 2050. Refine existing programs and/or identify new programs and actions to ensure compliance and update the Council Policy as necessary.

IP-3.8 Consistent with the City's Green Vision, evaluate achievement of the following goals for environmental sustainability as part of each General Plan annual review process:

- Reduce per capita energy consumption by at least 50% compared to 2008 levels by 2022 and maintain or reduce net aggregate energy consumption levels equivalent to the 2022 (Green Vision) level through 2040. (Reduce Consumption and Increase Efficiency Goal MS-14)
- Replace 100% of the City's traffic signals and streetlights with smart, zero emission lighting by 2022. (Reduce Consumption and Increase Efficiency Action MS-14.6)
- Measure annually the shares of the City's total Carbon Footprint resulting from energy use in the built environment, transportation, and waste management. (Reduce Consumption and Increase Efficiency Action MS-14.7)
- Receive 100% of electrical power from clean renewable sources (e.g., solar, wind, hydrogen) by 2022 and to the greatest degree feasible increase generation of clean, renewable energy within the City to meet its energy consumption needs. (Renewable Energy Goal MS-15)
- Facilitate the installation of at least 100,000 solar roofs in San José by 2022 and at least 200,000 solar roofs by 2040. (Renewable Energy Policy MS-15.3)
- Document green building new construction and retrofits as a means to show progress towards the Green Vision Goal of 50 million square feet of green buildings in San José by 2022 and 100 million square feet by 2040. (Green Building Policy Leadership Action MS-1.8)
- Divert 100% of waste from landfills by 2022 and maintain 100% diversion through 2040. (Waste Diversion Goal MS-5)
- Work with stakeholders to establish additional landfill gas-to-energy systems and waste heat recovery by 2012 and prepare an ordinance requiring such action by 2022 for Council consideration. (Environmental Leadership and Innovation Action MS-7.12)
- Develop a schedule to discontinue the use of disposable, toxic or nonrenewable products as outlined in the United Nations Urban Environmental Accords. City use of at least one such item shall be discontinued each year throughout the planning period. In the near-term, staff will monitor the regulation of single-use carryout bags to ensure that their use in the City is reduced by at least 50%, or shall propose enhanced regulation or an alternate product. In the mid-term, staff will evaluate all such products for regulation or for use in

energy recovery processes and shall recommend such regulations as are necessary to eliminate landfilling such products in the long-term (2022-2040). (Environmental Leadership and Innovation Action MS-7.13)

- Prepare for City Council consideration by 2012 an ordinance that would enact regional landfill bans during the near- and mid-terms for organic material such as food waste and yard trimmings that contribute to methane generation in landfills. (Environmental Stewardship Action MS-8.8)
- Continue to increase the City's alternative fuel vehicle fleet with the co-benefit of reducing local air emissions and continue to implement the City's environmentally Preferable Procurement Policy (Council Policy 4-6) and Pollution Prevention Policy (Council Policy 4-5) in a manner that reduces air emissions from municipal operations. Continue to support policies that reduce vehicle use by City employees. (Air Pollutant Emission Reduction Action MS-10.12)
- Quantitatively track the City's education program on the public use of water. Adjust the program as needed to meet Envision General Plan goals. (Responsible Management of Water Supply MS-17.6)
- Continuously improve water conservation efforts in order to achieve best in class performance. Double the City's annual water conservation savings by 2040 and achieve half of the Water District's goal for Santa Clara County on an annual basis. (Water Conservation Goal MS-18)
- Reduce residential per capita water consumption by 25% by 2040. (Water Conservation Policy MS-18.4)
- Achieve by 2040, 50 Million gallons per day of water conservation savings in San José, by reducing water use and increasing water efficiency. (Water Conservation Policy MS-18.5) Use the 2008 Water Conservation Plan as the data source to determine the City's baseline water conservation savings level. (Water Conservation Policy MS-18.6)
- Recycle or beneficially reuse 100% of the City's wastewater supply, including the indirect use of recycled water as part of the potable water supply. (Water Recycling Goal MS-19)
- Develop performance measures for tree planting and canopy coverage which measure the City's success in achieving the Community Forest goals. These performance measures should

inform tree planting goals for the years between 2022 (the horizon year for the Green Vision) and 2040. (Community Forest Action MS-21.16)

- Track progress towards achieving at least 25,000 new Clean Technology jobs by 2022. Track progress towards achieving at least 70,000 new clean tech jobs by the year 2040 or achieving 10% of the City's total jobs in Clean Technology by the year 2040. (Clean Technology Action IE-7.9)
- Develop a trail network that extends a minimum of 100 miles. (Trail Network Measure TN-2.12)
- Provide all residents with access to trails within 3 miles of their homes. (Trail Network Measure TN-2.13)

Action - General Plan Annual Review and Measurable Sustainability

IP-3.9 Update the Greenhouse Gas Reduction Strategy targets and policies to ensure compliance with State Senate Bill 32 2030 targets within two years of completion of the Second Update to the California Climate Scoping Plan.

IP-3.10 To facilitate implementation of greenhouse gas reduction measures as part of development review, adopt a City Council Policy that guides analyses and determinations regarding the conformance of proposed development with the City's adopted Greenhouse Gas Emission Reduction Strategy. Adopt a City Council Policy within two years of completion of the Second Update to the California Climate Scoping Plan."

- e. Amend Goal IP-5 "Urban Village Planning" (p. 15 - 19) in its entirety to read as follows:

"IP-5.1 Prepare a comprehensive Urban Village Plan prior to the issuance of entitlements for residential development within any of the Urban Village areas identified on the Land Use / Transportation Diagram. Commercial projects, including those with ancillary residential uses, and "Signature Projects", as defined in Policy IP-5.10, may proceed in advance of the preparation of a Village Plan. Use the Village Plan to clearly address:

1. Job and Housing Growth Capacity: Identify suitable areas for retail and other employment uses, giving careful consideration to existing and future demand for retail space, the appropriate location and design of retail spaces, opportunities for large-scale and small-scale retail uses, and adequate and appropriate sites for other employment uses consistent with the total planned job capacity for the particular Growth Area. Identify suitable areas for residential development, capable of

supporting the full amount of planned residential growth capacity. Apply corresponding Land Use / Transportation Diagram or zoning designations to support the proposed employment and residential density ranges.

2. Urban Village Boundaries and Land Uses: Identify potential adjustments to the identified Urban Village Boundaries and potential modifications to the Land Use / Transportation Diagram as necessary to best utilize existing land use growth capacity, address neighborhood context, and promote economic development through the identification of optimal sites for retail and other employment uses. Provide adequate job growth capacity for retail, office and other employment uses to accommodate both the existing levels of activity plus the planned amount of growth for each job type category. Identify and designate existing land uses within the Urban Village Area boundaries, if any, which should be retained rather than made available for redevelopment. Match the planned land uses for any areas within the Urban Village Area which have already been addressed through an overlapping Urban Village plan.
3. Building Heights and Densities: Identify for specific properties within the Village Planning area minimum and maximum thresholds for building heights and densities. These standards should fall within the broader ranges established in the Land Use / Transportation Diagram and be consistent with planned job and housing growth capacity for that Village area. Implement these standards through the Zoning process prior to development of new residential or mixed-use, residential projects.
4. Infrastructure: Identify locations for parks, plazas, public and quasi-public open spaces, and sites to potentially incorporate libraries, public safety facilities and other public uses, along with other infrastructure needs. A Village Plan should also consider the adequacy of public and private utilities to serve the planned growth capacity.
5. Urban Character: Include streetscape and building frontage design, pedestrian facility improvements and other urban design actions necessary to successfully implement the Village concept.
6. Greenhouse Gas Reduction: Identify locations of existing and planned transit and pedestrian and bicycle facilities and include design and implementation measures necessary to meet City goals for vehicle miles travelled (VMT) reduction and greenhouse gas (GHG) emission reductions.

7. Affordable Housing: Establish an Urban Village wide goal that, with full build out of the planned housing capacity of the given Village, 25% or more of the units built would be deed restricted affordable housing, with 15% of the units targeting households with income below 30% of Area Median Income. This is a goal, not a requirement to be imposed on individual projects.
8. Financing: Consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned within the Urban Village Plan.
9. Implementation: Consider the establishment of phasing triggers or other implementation tools for specific land use changes within the context of the Urban Village Plan to support achievement of the Urban Village Plan goals consistent with other Envision General Plan goals and policies so that implementation of the Urban Village Plan over time will consistently provide sufficient capacity for a number of jobs equal to planned new job growth capacity plus maintenance of existing job capacity.

IP-5.2 Develop and use an Urban Village Planning process so that each Urban Village Plan can be successfully completed within approximately one year, with the possibility of a longer process in order to conduct sufficient community engagement. The completion of an Urban Village Plan will be followed by completion of environmental review as required for adoption of the Plan. Engage Urban Village area property owners to the fullest extent possible, along with representatives of adjacent neighborhood areas, potential developers and other stakeholders in the Urban Village Planning process.

IP-5.2 Develop and use an Urban Village Planning process so that each Urban Village Plan can be successfully completed within an approximately nine month planning period, followed by completion of environmental review as required for adoption of the Plan. Engage Urban Village area property owners to the fullest extent possible, along with representatives of adjacent neighborhood areas, potential developers and other stakeholders in the Urban Village Planning process.

IP-5.3 In lieu of preparation of an Urban Village Plan, maintain for the Downtown, North San José and Specific Plan Areas, which have plans and strategies previously developed through a community planning process.

IP-5.4 Prepare and implement Urban Village Plans carefully, with sensitivity to concerns of the surrounding community, and property owners and developers who propose redevelopment of properties within the

Urban Village areas. Proceed generally in the order of the following timeline, although some steps may be taken concurrently:

1. City Council approves commencement of the Plan growth Horizon which includes the Urban Village Area during a Major General Plan Review. Completing Urban Village Plans for Urban Villages within the current Horizon is of greatest priority, but it is possible to prepare an Urban Village Plan for an Urban Village in an upcoming Horizon.
2. The City completes preparation of and Council reviews an Urban Village Plan.
3. The City or private property owners initiate rezoning for specific properties within the Urban Village as needed to implement the Urban Village Plan. Because most Urban Village sites initially have commercial zoning, rezoning will be necessary to provide for redevelopment and intensification with residential or residential mixed use projects on those sites.
4. Private property owners or developers propose individual site designs and building architecture to be reviewed and determined through a Development Permit application and review process.

IP-5.5 Employ the Urban Village Planning process to plan land uses that include adequate capacity for the full amount of planned job and housing growth, including identification of optimal sites for new retail development and careful consideration of appropriate minimum and maximum densities for residential and employment uses to insure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this Envision Plan. The Urban Village Plan should be consistent with the following objectives:

1. The Urban Village planning process is not a mechanism to convert employment lands to non-employment uses.
2. Other City policies such as raising revenues, for example which could occur through the conversion of employment lands to non-employment uses shall not take precedent over the jobs first principle.
3. The General Plan's jobs first principles apply to Urban Villages and that residential conversions are not allowed to proceed ahead of the job creation that is necessary to balance the residential elements of the Village Plan. This policy means that jobs and housing can move together on a case by case basis.

IP-5.6 Identify smaller, distinctive sub-areas within overall Urban Village boundaries to reflect the potential for incremental development of an

Urban Village over many years. Identify a mix of land uses, accommodating proportional shares of both job and housing growth capacity, for each sub-area.

IP-5.7 Carefully consider the best land uses and urban design standards for properties located along an Urban Village periphery to minimize potential land use conflicts with adjacent properties. In particular, address interfaces with established single-family Residential Neighborhood areas.

IP-5.8 Develop a transportation element for the Urban Village Plan, which addresses:

1. The need for new roadways or paseos to provide additional capacity for internal vehicle and pedestrian circulation and to support intensification of the adjoining properties.
2. Incorporate requirements for new infrastructure necessary to successful implementation of the Urban Village Plan, such as safe and convenient pedestrian connections to nearby transit facilities. Such new infrastructure should be planned and have secured financing prior to constructing new residential development within the Village area.

IP-5.9 Upon completion of an Urban Village Plan, update the Land Use / Transportation Diagram for the Village area to depict major new land use features established within the Village Plan, such as parks, residential mixed-use, commercial mixed use, and employment uses. Indicate on the Diagram that the Urban Village Plan process has been completed.

IP-5.10 Allow non-residential development to proceed within Urban Village areas in advance of the preparation of an Urban Village Plan. In addition, a residential, mixed-use "Signature" project may also proceed ahead of preparation of a Village Plan. A Signature project clearly advances and can serve as a catalyst for the full implementation of the Envision General Plan Urban Village strategy. A Signature project may be developed within an Urban Village designated as part of the current Plan Horizon, or in a future Horizon Urban Village area by making use of the residential Pool capacity. A residential, mixed-use Signature project may proceed within Urban Village areas in advance of the preparation of an Urban Village Plan if it fully meets the following requirements:

1. Conforms to the Land Use / Transportation Diagram. Within the Urban Village areas, Signature projects are appropriate on sites with an Urban Village, residential, or commercial Land Use / Transportation Diagram designation.
2. Incorporates job growth capacity above the average density of jobs/acre planned for the developable portions of the entire Village

Planning area and, for portions of a Signature project that include housing, those portions incorporate housing density at or above the average density of dwelling units per acre planned for the entire Village Planning area.

3. Is located at a visible, prominent location within the Village so that it can be an example for, but not impose obstacles to, subsequent other development within the Village area.

Additionally, a proposed Signature project will be reviewed for substantial conformance with the following objectives:

4. Includes public parklands and/or privately maintained, publicly-accessible plazas or open space areas.
5. Achieves the pedestrian friendly design guideline objectives identified within this General Plan.
6. Is planned and designed through a process that provided a substantive opportunity for input by interested community members.
7. Demonstrates high-quality architectural, landscape and site design features.
8. Is consistent with the recommendations of the City's Architectural Review Committee or equivalent recommending body if the project is subject to review by such body.

IP-5.11 Allow new employment development with an incidental amount of residential use (e.g., 3 or fewer residential units) to proceed within an Urban Village area in advance of the preparation of an Urban Village Plan.

IP-5.12 Residential projects that are 100% affordable to low (up to 60% AMI), very low (30-50% AMI) and extremely low income (up to 30% AMI), can proceed within an Urban Village ahead of a Growth Horizon, or in a Village in a current Horizon that does not have a Council approved Plan, if the project meets the following criteria:

1. The project does not result in more than 25% of the total residential capacity of a given Urban Village being developed with affordable housing ahead of that Village's Growth Horizon. For Villages with less than a total housing capacity of 500 units, up to 125 affordable units could be developed, however the total number of affordable units cannot exceed the total planned housing capacity of the given Village.
2. The development is consistent with the Urban Village Plan for a given Village, if one has been approved by the City Council.

3. Development that demolishes and does not adaptively reuse existing commercial buildings should substantially replace the existing commercial square footage.
4. The project is not located on identified key employment opportunity sites, which are sites generally 2 acres or larger, located at major intersections and for which there is anticipated market demand for commercial uses within the next 10 to 15 years.
5. Affordable housing projects built in Villages under this policy would not pull from the residential Pool capacity.

Action – Urban Village Planning

IP-5.13 Develop Urban Village Plans for Village areas identified for housing growth in the current Horizon proactively, ahead of developer demand to begin residential development there. Actively pursue outside funding opportunities for the Village planning process.”

6. Amend Appendix 5, entitled “Growth Areas Planned Capacity by Horizon”, as follows:
 - a. The first paragraph of the introduction to Appendix 5, entitled “Growth Areas Planned Capacity by Horizon” (p. 1) is hereby amended to read as follows:

“The Envision San José 2040 General Plan supports significant amounts of planned job and housing growth capacity. Based upon the land uses designated on the General Plan Land Use/Transportation Diagram and accompanying policies contained within the text of General Plan document, the General Plan is intended to support the addition of 382,000 new jobs and 120,000 new housing units within San José. Much of this growth capacity is planned for specifically identified Growth Areas which have a high degree of access to transit and/or other infrastructure, proximity to retail and other services and strategic locations which support surrounding neighborhoods. These Growth Areas are also planned to develop at higher densities and with a mix of land uses in order to foster walking, bicycle and transit use and the formation of community identity.”

- c. Amend Appendix 5 “Growth Areas Planned Capacity by Horizon”, “Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons)” table to read as follows:

//

//

Planned Job Capacity and Housing Growth Areas by Horizon (3 Horizons) 751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER Existing 2008 Development: 369,450 Jobs & 309,350 DU Growth Above Existing: 382,000 Jobs & 120,000 DU										
		CAPACITY				TRACKING				
	Acres	Planned Job Capacity	Planned Housing Yield (DU)		Planned Acreage for Mixed- Use Residential	Base	Planned DU Growth Capacity for Urban Villages by Horizon (Timeframe)			NSJ ADP
						Already Entitled	Horizon 1	Horizon 2	Horizon 3	Phases 2-4
Total Plan Growth Capacity		382,000	120,000			31,759	14,597	24,569	25,075	24,000
Downtown										
Downtown (v)	890	48,500	10,360			1,139	9,221			
Downtown Sub-Total		48,500	10,360			1,139	9,221			
Specific Plan Areas										
Communications Hill Specific Plan	942	1,700	2,775			2,775				
Jackson-Taylor Residential Strategy	109	100	1,190			1,190				
Martha Gardens Specific Plan	145	0	1,760			1,760				
Midtown Specific Plan	219	1,000	1,600			1,600				
Tamien Station Area Specific Plan	149	600	1,060			1,060				
Alviso Master Plan (v)	11,443	18,700	70			70				
Evergreen Specific Plan (not including V55)	879	0	25			25				
Specific Plan Sub-Total		22,100	8,480			8,480				
Employment Land Areas										
Monterey Business Corridor (v)	421	1,095	0							
New Edenvale	754	10,000	0							
Old Edenvale Area (Bernal)	474	15,000	780			780				
North Coyote Valley	1,722	45,000	0							
Evergreen Campus Industrial Area	368	10,000	0							
North San José (including Rincon South)	4,382	100,000	32,640			8,640				24,000
VT1 - Lundy / Milpitas BART	150	28,400	0							
Berryessa / International Business Park (v)	448	4,583	0							
Mabury (v)	300	2,265	0							
East Gish (v)	442	2,300	0							
Senter Road (v)	345	2,275	0							
VT5 - Santa Clara / Airport West (FMC)	194	1,600	0							
VT7 - Blossom Hill / Monterey Rd	24	1,940	0							
VT25 - W. Capitol Expy / Monterey Rd	24	100	0							
VR16 - S. Capitol Av / Capitol Expy	2	100	0							
VR24 - Monterey Hwy / Senter Rd	35	100	0							
VR26 - E. Capitol Expy / McLaughlin Dr	16	100	0							
VR27 - W. Capitol Expy / Vistapark Dr	15	100	0							
C42 - Story Rd (v)	115	1,823	0							
C45 - County Fairgrounds	184	100	0							
Employment Land Sub-Total		226,881	33,420			9,420				24,000
Regional Transit Urban Villages										
VT2 - Berryessa BART / Berryessa Rd / Lundy Av (v)	250	22,100	4,814	48	3,884	930				
VT3 - Five Wounds BART	32	4,050	845	8			845			
VT4 - The Alameda (East)	19	1,610	411	4	9	402				
VT6 - Blossom Hill / Hitachi	302	0	2,930	29	2,930					
Regional Transit Villages Sub-Total		27,760	9,000		6,823	1,332	845			
Local Transit Urban Villages (Existing LRT)										
VR8 - Curtner Light Rail / Caltrain (v)	43	500	1,440	36			1,440			
VR9 - Race Street Light Rail (v)	78									
A (west of Sunol)		2,000	1,937		342		1,595			
B (Reed & Graham Site)		1,200	675				675			
VR10 - Capitol / 87 Light Rail (v)	48	750	1,195	30			1,195			
VR11 - Penitencia Creek Light Rail	30	0	920	23			920			

VR12 - N. Capitol Av / Hostetter Rd (v)	23	500	1,230	23		1,230	
VR13 - N. Capitol Av / Berryessa Rd (v)	49	1,000	1,465	37		1,465	
VR14 - N. Capitol Ave / Mabury Rd	30	100	700	18		700	
VR15 - N. Capitol Av / McKee Rd (v)	55	1,000	1,930	48		1,930	
VR17 - Oakridge Mall and Vicinity (v)	323						
A (Cambrian / Pioneer)		3,375	2,712	68		2,712	
B (Edenvale)		5,715	4,487	115		4,487	
VR18 - Blossom Hill Rd / Cahalan Av	28	500	600	15		600	
VR19 - Blossom Hill Rd / Snell Av	45	500	770	27	8	762	
CR20 - N. 1st Street	66	2,520	1,678	42	333	1,345	
CR21 - Southwest Expressway (v)	132	750	3,007	75	339	2,668	
Local Transit Villages (Existing LRT) Sub-Total		20,410	24,746		1,022	23,724	
Local Transit Urban Villages (Planned BRT/LRT)							
VR22 - Arcadia / Eastridge (potential) Light Rail (v)	78	1,150	250	250			
VR23 - E. Capitol Expy / Silver Creek Rd	58	450	1,000	25		1,000	
CR28 - E. Santa Clara Street							
A (West of 17th Street)	64	795	850	17		850	
B (Roosevelt Park)	47	605	650	13		650	
CR29 - Alum Rock Avenue							
A (Little Portugal)	18	100	310	6		310	
B (Alum Rock)	72	870	1,010	20	93	917	
C (East of 680)	61	650	1,175	24			1,175
CR30 - The Alameda (West)	16	200	400	8			400
CR31 - W. San Carlos Street							
A (East)	48	380	480	10		480	
B (Mid)	32	260	330	7	95	235	
C (West)	39	340	435	9	218	217	
CR32 - Stevens Creek Boulevard							
A (East)	78	1,500	1,300	26			1,300
B (Mid)	116	2,000	1,750	35			1,750
C (West)	75	1,000	810	16			810
Local Transit Villages (Planned BRT/LRT) Sub-Total		10,300	10,750		656	3,659	6,435
Commercial Corridor & Center Urban Villages							
C34 - Tully Rd / S. King Rd	90	900	1,000	20			1,000
C35 - Valley Fair / Santana Row and Vicinity (v)	116	8,500	2,635	53	725		1,910
C36 - Paseo de Saratoga and Vicinity	140	1,500	2,500	50			2,500
C37 - Santa Teresa Bl / Bernal Rd	56	850	524	14			524
C38 - Winchester Boulevard	216	2,000	2,000	40			2,200
C39 - S. Bascom Avenue (North)	62	1,000	1,560	28			1,560
C40 - S. Bascom Avenue (South) (v)	63	500	805	16	74		731
C41 - Saratoga Avenue (v)	100	1,500	1,115	22	89		1,026
C43 - S. De Anza Boulevard (v)	64	2,140	845		45		800
C44 - Camden / Hillsdale Avenue	90	2,000	1,000	20			800
Commercial Corridor & Center Villages Sub-Total		20,890	13,984		933		13,051
Neighborhood Villages							
V47 - Landess Av / Morrill Av	16	100	270	7			270
V48 - Piedmont Rd / Sierra Rd	11	100	150	4			150
V49 - McKee Rd / Toyon Av	13	100	180	5			180
V50 - McKee Rd / White Rd (v)	10	100	168	4	7		161
V52 - E. Capitol Expy / Foxdale Dr	14	100	212	5			212
V53 - Quimby Rd / S. White Rd	16	100	225	6			225
V54 - Aborn Rd / San Felipe Rd	19	100	310	8			310
V55 - Evergreen Village	30	0	385	10		385	
V57 - S. 24th St / William Ct (v)	9	100	217	5	67		150
V58 - Monterey Rd / Chynoweth Rd	26	100	120	3			120
V59 - Santa Teresa Bl / Cottle Rd (v)	31	500	313	13			313
V60 - Santa Teresa Bl / Snell Av	11	100	140	4			140
V61 - Bollinger Rd / Miller Av	13	100	160	4			160
V62 - Bollinger Rd / Lawrence Expy	5	100	70	2			70
V63 - Hamilton Av / Meridian Av	40	500	710	18			710
V64 - Almaden Expy / Hillsdale Av	24	400	370	9			370
V65 - Foxworthy Av / Meridian Av	16	100	250	6	55		195
V67 - Branham Ln / Meridian Av	18	100	310	8			310

V68 - Camden Av / Branham Ln	26	200	450	11			450
V69 - Kooser Rd / Meridian Av	20	200	350	9			350
V70 - Camden Av / Kooser Rd (v)	26	100	623	16			623
V71 - Meridian Av / Redmond Av	10	100	120	3			120
Neighborhood Villages Sub-Total		3,400	6,103		129	385	5,589
Other Identified Growth Areas							
Vacant Lands	558	1,759	1,460		1,460		
Entitled & Not Built	513	0	1,697		1,697		
Other Identified Growth Areas Sub-Total		1,759	3,157		3,157		

Notes:

DU = Dwelling Units (Occupied and Vacant)

Planned Housing Yield (DU) = The number of new dwelling units which would be produced within the identified growth area through redevelopment of the planned Mixed-Use Residential land areas at the anticipated density (DU/AC)

Projected DU Growth by Horizon (Timeframe) = The planned number of new dwelling units within each growth area based upon the availability of Housing Growth Areas designated on the General Plan Land Use Diagram being made available in phases over time.

Base - Existing entitled residential units (Citywide) plus the capacity for new residential units planned within Specific Plan areas.

Vacant Lands = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).

- The first two paragraphs of Appendix 6, entitled "Urban Village Planning Guidelines", "Components of the Urban Village Plan" section, "Jobs and Housing Growth Capacity" subsection (p. 2) are hereby amended in its entirety to read as follows:

"The Urban Village Plan is required to support the full amounts of planned job and housing growth capacity. A variety of elements should be included within the Urban Village Plan to meet this requirement.

A central goal of this General Plan is to achieve a jobs to employed resident ratio of 1.1 for San José. Experience indicates that there are inherently a wide variety of obstacles that make it difficult to realize the planned amounts of job growth. In contrast, experience indicates that planned amounts of housing growth will be readily accomplished and that if allowed, residential development will take place on land proactively planned for employment uses. Therefore it is necessary to insure that Urban Village Plans in particular incorporate provisions to protect job growth sites and the overall planned amount of job growth capacity."

Council District: Citywide. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (4-0-3; Ballard, Bit-Badal, and Vora absent). Council Action: Resolution 76041: (9-0-2. Absent: Chu, Constant.); Resolution No. 77617: (11-0.)

EXHIBIT C

ALVISO MASTER PLAN AMENDMENTS

GPT16-001. Amendments to the Alviso Master Plan text (underlined) as follows:

1. Title Page Text Changes

Amend the adoption date on the Alviso Master Plan Title Page as follows:

"Adopted by the City Council on December 7, 1998 and Amended December 6, 2016"

2. No. 5 of the Land Use Plan chapter, "Design Guidelines" subsection, "Village Area Guidelines for Commercial Development" heading (p. 55) is hereby amended to read as follows:

"A. Height: 40 feet, 2 stores above flood elevation. For properties on the west side of North First Street between Liberty and Tony P. Santos Street, the maximum allowable building height shall not exceed 65 feet, 5 stories above flood elevation. Non-building structural uses limited to net poles and safety netting only, shall, through the development project review, establish a specific height not to exceed the maximum allowable height of 170 feet on sites with non-residential or non-urban land use designations."

Council District: 4. CEQA: Mitigated Negative Declaration, Resolution 78046. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (3-2-2; Ballard and Yesney opposed; Bit-Badal and Vora absent). Council Action. (9-0-2. Noes: Carrasco, Peralez.)

EXHIBIT D

THE ALAMEDA URBAN VILLAGE PLAN

Adoption of the Alameda Urban Village Plan attached hereto and incorporated herein by reference as Attachment 1 to Exhibit D of this Resolution.

Council District: 6. CEQA: Use of the Envision San José 2040 General Plan EIR Resolution No. 76041, and Supplement Environmental Impact Report to the Envision San José 2040 General Plan EIR Resolution No. 77617, and Addenda thereto. Director of Planning, Building and Code Enforcement and Planning Commission recommend approval (4-0-3; Ballard, Bit-Badal and Vora absent). Council Action: (11-0.)

EXHIBIT D – ATTACHMENT 1
THE ALAMEDA URBAN VILLAGE PLAN

The Alameda

Urban Village Plan



ACKNOWLEDGMENT

Planning Department

Leila Hakimizadeh, AICP, Lead Project Manager

Lesley Xavier, Supervising Planner

Michael Brilliot, Division Manager

Department of Parks, Recreation and Neighborhood Services

Yu-Wen Huang

Kathy LeVeque

Department of Transportation

Zahi Khattab

John Raaymakers

John Brazil

Ryan Smith

Environmental Services Department

Jeff Sinclair

SPUR

Laura Tolkoff

Kristy Wang

Benjamin Grant

Ratna Amin

Urban Design Consultant

Wallace Roberts and Todd (WRT, LLC)

The Alameda

Urban Village Plan

City of San José

Adopted by City Council
on December 13, 2016



Funded by a Priority Development Planning
Grant by Valley Transportation Authority

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The Alameda Urban Village Plan is prepared by the City and community to provide a policy framework to guide new job and housing growth within the Urban Village boundary and guide the preservation of existing neighborhoods and historic buildings. The Plan will also guide the characteristics of future developments, including buildings, parks, plazas and public art, streetscape and circulation, and financing within this area. This Plan supports the identified growth capacity for this Urban Village in the Envision San José 2040 General Plan, providing the capacity for development of approximately 411 new dwelling units and 1,443 new jobs.



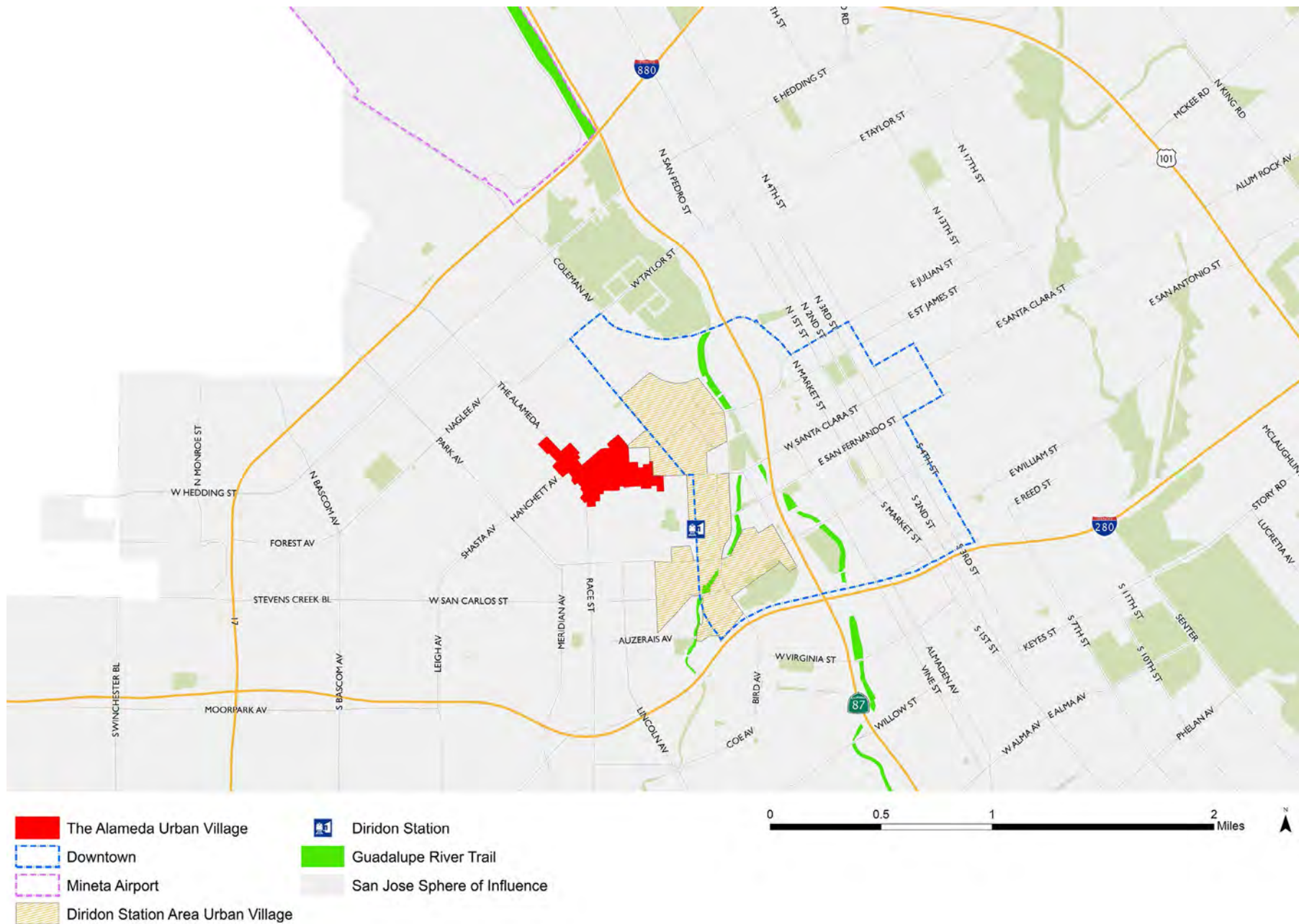
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CHAPTER 1

Introduction

FIGURE 1: THE ALAMEDA URBAN VILLAGE PLAN CONTEXT



CHAPTER 1:

INTRODUCTION

PLANNING AREA

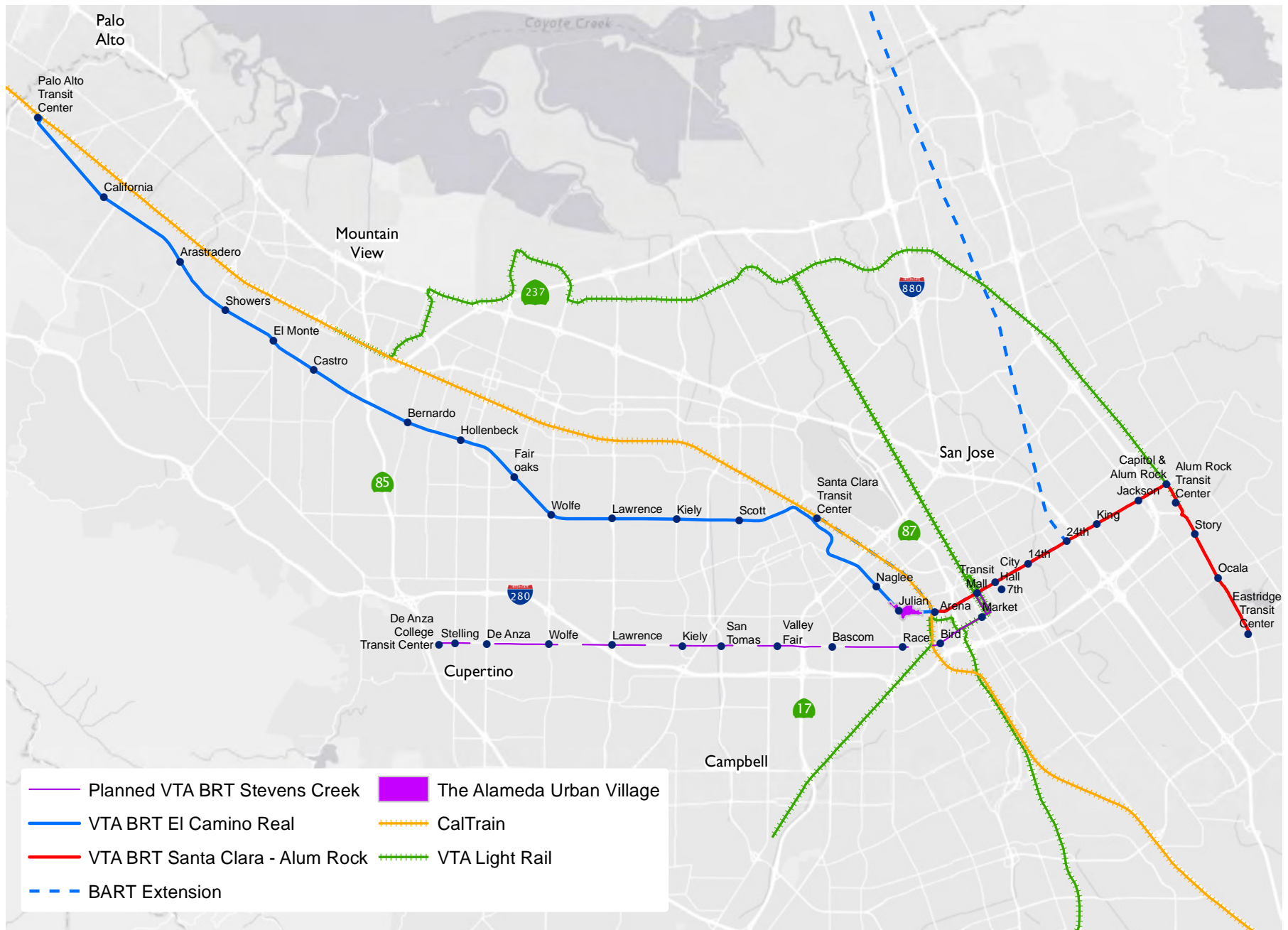
The Alameda Urban Village extends along The Alameda roughly between Wilson Avenue and Magnolia Avenue. This approximately 45 acre area encompasses The Alameda, which is a major commercial corridor connecting into downtown San José.

The Valley Transportation Authority (VTA) is working with Santa Clara County cities to upgrade transit service along Santa Clara County's three busiest transit corridors to Bus Rapid Transit (BRT). One of the potential routes extends along The Alameda connecting Downtown San José to the Santa Clara Transit Center, and then continuing north further along El Camino Real to Palo Alto. The El Camino Real Bus Rapid Transit Project would upgrade the 522 Rapid Bus Route on El Camino Real to Bus Rapid Transit status. The El Camino BRT is expected to start operation in 2020. Given the access to BRT and proximity to Caltrain, the planned BART (operation by 2025), and California high speed rail (operation by 2029), The Alameda Urban Village area is anticipated to experience significant new development and growth in the coming years. The land use densities proposed in this Plan support this anticipated growth.

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FIGURE 2: REGIONAL TRANSIT MAP



PLAN OVERVIEW

The Alameda Urban Village Plan (Plan) is prepared by the City of San José and The Alameda community to further the Urban Village Major Strategy of the Envision San José 2040 General Plan. This Strategy promotes the development of Urban Villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to a variety of people and consistent with the Plan's environmental goals.

As a City Council approved policy document for the future growth of The Alameda Urban Village, this Plan establishes a framework to further the transition of The Alameda Urban Village into a more vibrant mixed-use and pedestrian-oriented place that supports and creates a safe environment for all modes of travel, a thriving commercial corridor, and dynamic public gathering places. The Alameda Urban Village is planned to be a complete neighborhood that is thoughtfully designed and builds upon the great place that is The Alameda. In a complete neighborhood, people have safe and convenient access to the amenities needed in daily life, including a variety of housing options, grocery stores

and other commercial services, public open spaces and recreational facilities, a variety of transportation options, and civic amenities. A complete neighborhood is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.

Relationship to The Alameda – A Plan for the Beautiful Way

The Alameda – A Plan for the Beautiful Way is a document that sets a vision for the future streetscape of The Alameda, perhaps the most unique and memorable corridor in the City of San José. This study area consists of the right-of-way of The Alameda roadway and parcels immediately adjoining it for approximately 1.5 miles from Interstate 880 (I-880) to the north to Diridon Station to the south. This Plan includes concepts for the enhancement and continuing revitalization of The Alameda through design recommendations that are intended to help enliven The Alameda as a retail and multi-modal transportation corridor, and to foster economic development. This Plan was prepared by the residents, property and business owners, and the City of San José Redevelopment Agency through a \$250,000 Caltrans Community-Based Transportation Planning Grant and was completed in April

2010. While this Plan provided conceptual design improvements for The Alameda corridor, it was not intended to be a final Plan and was not adopted by the City Council.

Implementation of this Plan's concepts required additional study and detailed design and engineering work. The City received a \$3.9 million grant from the Metropolitan Transportation Commission (MTC) to design and construct pedestrian crosswalks, bulb-outs, Americans with Disabilities Act (ADA) ramps, a raised median with trees, pedestrian refuges, street lighting, and street repaving along The Alameda from Stockton Avenue to I-880. Phase 1 of these improvements was completed in October 2014. For further details concerning the implementation of this Plan, refer to Chapter 6, Circulation and Streetscape.

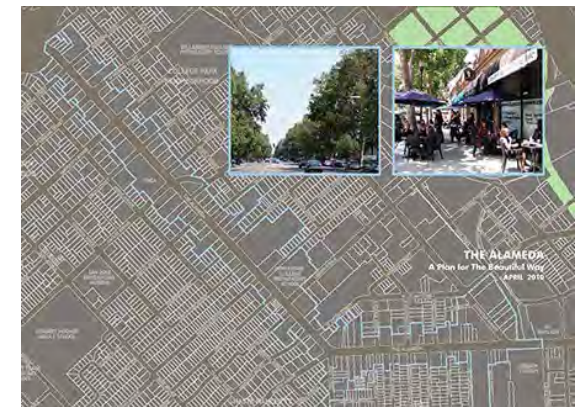
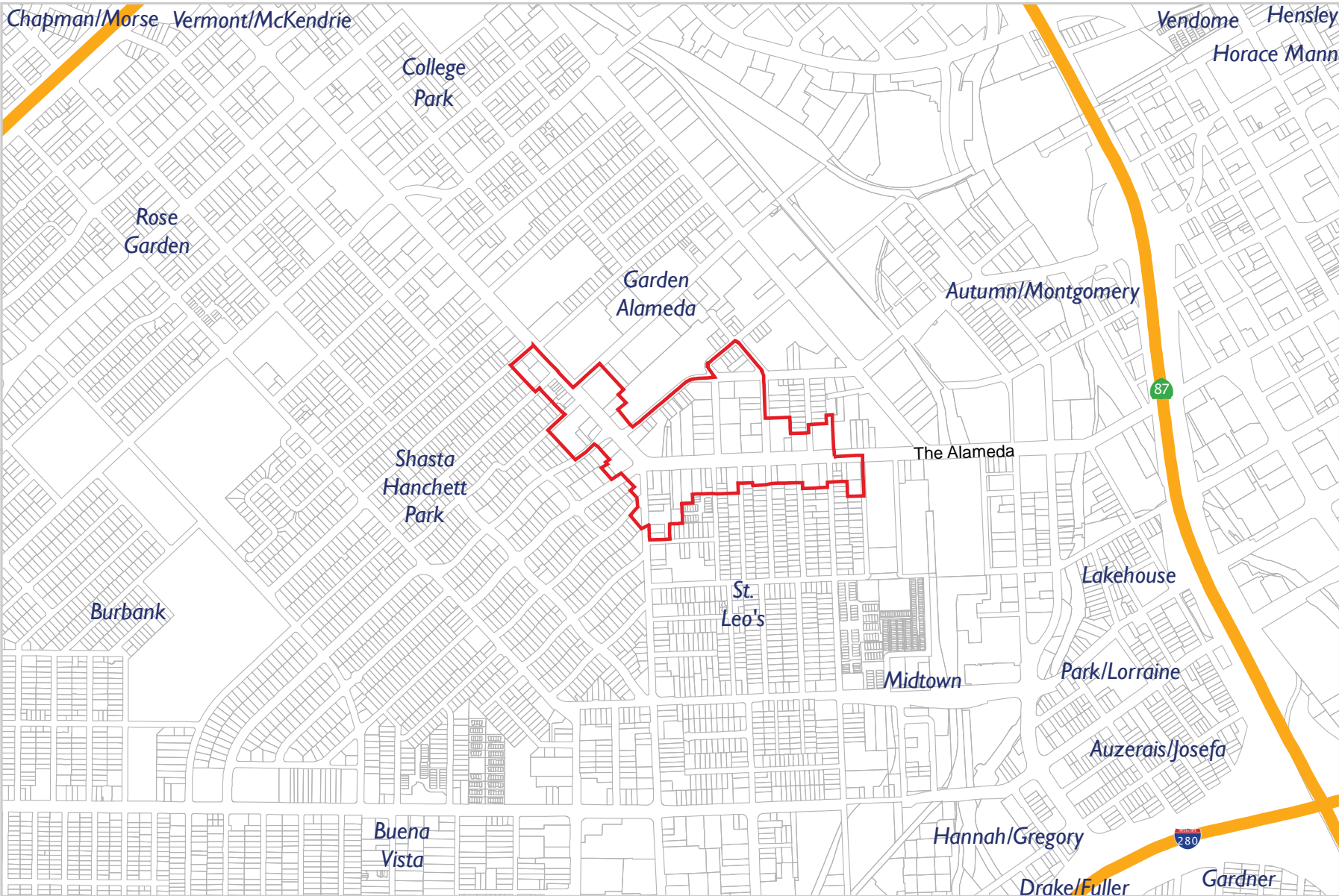


FIGURE 3: NEIGHBORHOODS VICINITY MAP



 The Alameda Urban Village Boundary



PLANNING PURPOSE

This Plan includes goals, policies, guidelines, and action items to guide new development and private and public investment to achieve the vision for The Alameda Urban Village consistent with the Urban Village Strategy outlined in the Envision San José 2040 General Plan. This Plan acts as a framework to guide any potential future redevelopment.

The General Plan places emphasis on protecting and increasing commercial uses in San José, especially in the designated Urban Villages. The City's Urban Village Strategy also focuses on placemaking and creating complete neighborhoods with land uses that concentrate both commercial and residential growth.

The Alameda Urban Village Plan encourages future development to complement and enhance the existing commercial corridor while also preserving the historic single-family neighborhoods surrounding the corridor and make The Alameda a destination of choice for the people of San José. The implementation of this Plan will be largely driven by developers responding to the demand for residential and commercial space.

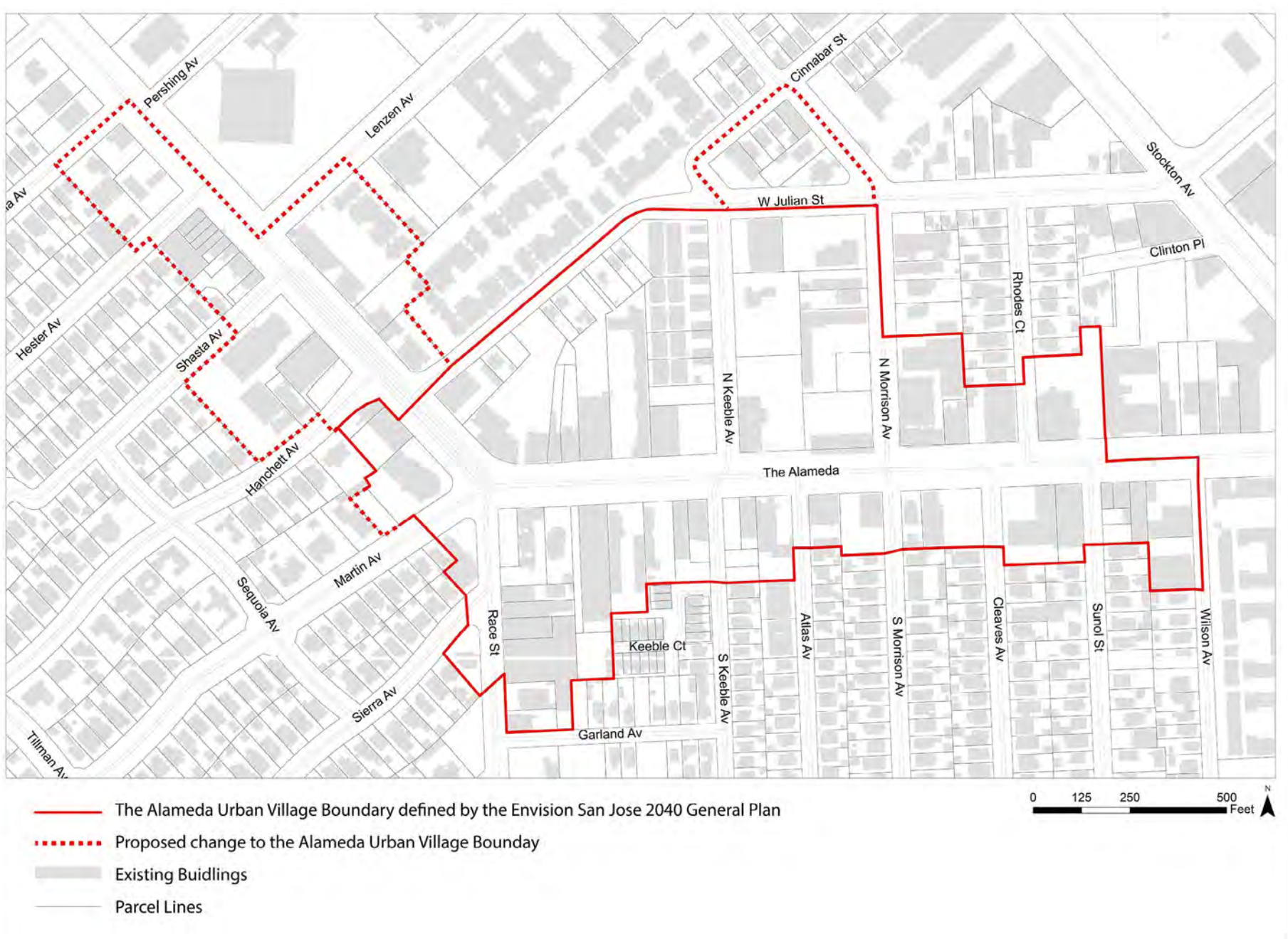
PLANNING PROCESS

The Alameda Urban Village planning process was supported by a Community Design and Transportation Planning Grant awarded to the City of San José by the Valley Transportation Authority (VTA) in 2012.

Planning staff engaged community stakeholders to identify community issues, challenges, and opportunities that guided and informed the development of the Urban Village Plan. This process included three community workshops which were held in October 2012, January 2014, and October 2015. All neighborhood residents, property owners, business owners, and other interested individuals were invited to participate and provide input on the formation of this Plan. Planning staff also worked closely with the Shasta Hanchett Park Neighborhood Association, The Alameda Business Association and SPUR (San Francisco Bay Area Planning and Urban Research Association) to further inform the planning process; SPUR is a member-supported nonprofit organization with a location in San José. This Plan was formally approved as a city policy document by the City Council in December 2016.



FIGURE 4: URBAN VILLAGE BOUNDARY



Workshop 1: Informing and Visioning

On October 18, 2012, over 45 community members consisting of neighborhood residents, property owners, and neighborhood association representatives participated in the first community workshop.

At this workshop, participants were asked to provide input on the existing condition and opportunities on the corridor and identify a vision for the future of The Alameda Urban Village where they thought new development should be planned.

Workshop 2: Developing a Concept Plan for The Alameda Urban Village

On January 30, 2014 over 50 community members participated in the second workshop for The Alameda Urban Village. At this workshop, staff presented concepts for the Land Use, Parks, Public Art, Building Preservation, and an Urban Design Framework (building typologies, height, and setbacks). At this session, the public commented upon these concepts which led to a Height Diagram and Land Use Map and preferred development guidelines for three opportunity sites on The Alameda.

Workshop 3: Final Product, the Open House

On October 22, 2015, community members participated in the third community workshop. Held as an Open House, this workshop gave the public the opportunity to review and provide feedback on the final Draft Plan. The draft Plan was built upon community input received at the workshops held in October 2012 and January 2014.

CHANGE TO THE URBAN VILLAGE BOUNDARY

The Envision San José 2040 General Plan allows for minor modifications to Urban Village Area Boundaries through the Urban Village Plan process if those modifications reflect existing or planned development patterns or other physical or functional characteristics of the area.

The Alameda Urban Village boundary was changed from the area designated with the adoption of the General Plan based on the feedback received from the community during three workshops and meetings with community stakeholders.

The proposal changes are shown on Figure 4 of this Plan.

DOCUMENT ORGANIZATION

Each of this Plan's topical chapters include goals, policies, guidelines, and action items that are designed to achieve the identified vision for The Alameda. The Plan's urban design guidelines work together with the land use, circulation, and streetscape guidelines to guide private and public investment in the Urban Village. The document is organized into the following main chapters:

Chapter 1: Introduction

Describes the planning area and the Plan purpose, provides an overview of the planning process, and outlines the organization of the Plan document.

Chapter 2: Vision

Conveys the community's vision for The Alameda Urban Village.

Chapter 3: Land Use

Describes planned growth and identifies land use designations, land use goals, and policies for the Urban Village.

Chapter 4: Parks, Plazas, and Public Art

Identifies goals, policies, guidelines, action items, and potential locations for new publicly accessible open space, and presents strategies for incorporating plazas, pocket parks, paseos,

parklets, and public art into the Urban Village.

Chapter 5: Urban Design Concept

Identifies goals, policies, guidelines, and action items to help realize the design concepts for public and private development.

Chapter 6: Circulation and Streetscape

Building upon “The Alameda-A Plan for the Beautiful Way”, presents goals, policies, guidelines, and action items to improve pedestrian, bike, and transit facilities.

Chapter 7: Wayfinding and Community Identification Signs

Identifies strategies for wayfinding and community identification signs to enhance the experience for residents and visitors.

Chapter 8: Implementation and Financing

Outlines implementation and financing strategies to fund the development of identified amenities, infrastructure, and public needs.

COMMUNITY VISION

- A VIBRANT BUSINESS DISTRICT AND NEIGHBORHOOD
- ATTRACTIVE PUBLIC SPACES
- A MEMORABLE, GREAT PLACE



CHAPTER 2

Vision

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CHAPTER 2:

VISION

INTRODUCTION

The Alameda in San José has a rich history dating back to the late 1700s. The Alameda has served a number of functions over the years, ranging from a tree-lined boulevard leading to the Mission Santa Clara, a stately residential street at the turn of the 20th century, and a retail and auto-focused commercial corridor in the 1920s. Beginning in the late 1990s, there was a reintroduction of new housing on The Alameda creating a more mixed-use environment. The Alameda Urban Village Plan envisions the expansion of the existing mixed-use profile and the preservation of the historic character of the corridor.

Community input gathered during the planning process provided the basis for an overarching vision for The Alameda Urban Village. The vision consists of three defining elements that form the foundation of this Plan's goals, policies, guidelines, and action items. Together, these elements represent the community's preferred future for the development and transformation of The Alameda Urban Village.

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VISION ELEMENT 1:

A VIBRANT BUSINESS DISTRICT AND NEIGHBORHOOD

New public and private investment and development will enhance the existing diverse mix of thriving businesses on The Alameda and promote new mixed-use development that supports the existing and planned public transit system, contributing to the economic vitality and quality of life of the community.

The Plan focuses on enhancing the retail environment by activating the sidewalk, providing high-quality urban design, and streetscape improvements. The Plan also promotes mixed-use development that incorporates residential and office uses in upper floors whose tenants will contribute to around-the-clock neighborhood activity and support nearby retail and entertainment uses. The thriving neighborhood-supportive retail business will both benefit the existing community and provide services for future residents.

An increased number of jobs along the corridor with adjacency to the multimodal Diridon Station and the planned El Camino Bus Rapid Transit (BRT) line also mean a

greater potential for people to get to their jobs by transit or within a comfortable biking or walking distance to transit. This will reduce the strain of auto congestion in San José while also promoting healthier lifestyles, reducing greenhouse gas emissions, and increasing transit ridership. The Plan envisions mid-rise office uses given the Village's proximity to Diridon Station Area whose goal is to become a regional destination.

The Plan builds upon recent street improvements laid out by The Alameda-A Plan for Beautiful Way, promotes active façades oriented to the street, integration of parking into site, and building design. Lastly, the Plan respects the existing character of the neighborhood by providing for responsive building heights and transitions into established single-family neighborhoods.

VISION ELEMENT 2:

ATTRACTIVE PUBLIC SPACES

The Alameda Urban Village will have attractive public spaces that create opportunities for social gathering, foster community spirit, and encourage pride of place.

Easily accessible and highly-visible public spaces are essential components of The Alameda Urban Village Plan. This Plan affords important opportunities to bring great public spaces to The Alameda Urban Village through creating pocket parks, plazas, paseos, and parklets. This Plan encourages a wide range of activities for these public spaces for people with different ages and abilities, for various times of the day and year, and for people alone or in groups, creating an enticing environment by linking together a variety of experiences.

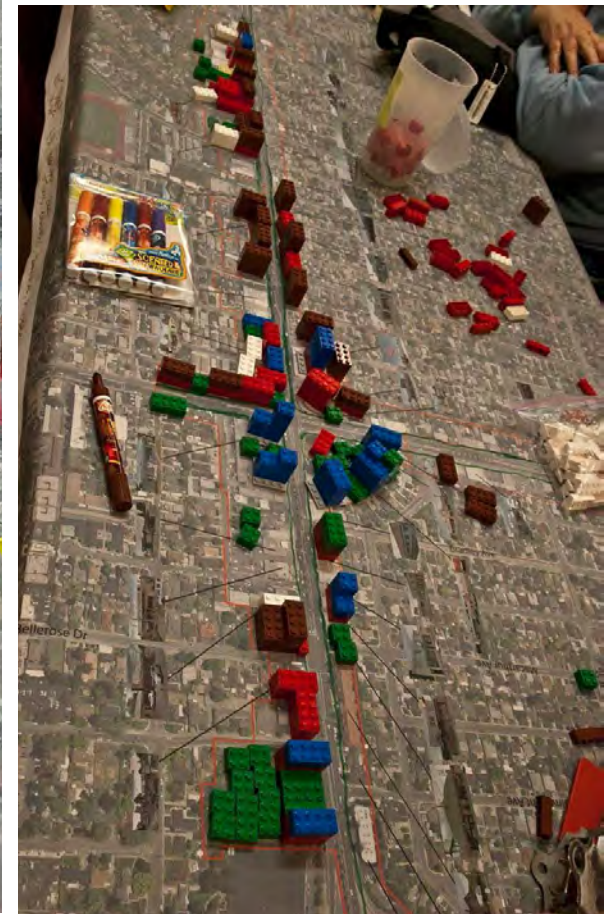
VISION ELEMENT 3:

A MEMORABLE, GREAT PLACE

The Alameda Urban Village will build upon its existing unique identity and historic character to become an attractive and memorable destination.

The Alameda Urban Village has a rich architectural, historic, and cultural character. An important component of this Plan is to preserve and enhance this heritage and integrate new development with old buildings. This Plan promotes the infusion of public art into public and private spaces that complement and reinforce this area's unique character and historic background, thereby transforming The Alameda Urban Village into a truly memorable place and destination.

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CHAPTER 3

Land Use

FIGURE 5: LAND USE MAP



CHAPTER 3:

LAND USE

INTRODUCTION

This Land Use Chapter describes how The Alameda Urban Village will accommodate the growth that is planned in the Envision San José 2040 General Plan. It identifies the type, location and intensity of specific land uses within The Alameda Urban Village. The land use diagram (Chapter 3), height diagram and historic preservation diagram (Chapter 4) are integral parts of the overall vision for The Alameda Urban Village as a mixed-use, walkable, and transit-oriented place with thriving commercial businesses, livable neighborhoods, and attractive parks and open spaces.

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PLANNED GROWTH

PLANNED GROWTH AND OBJECTIVES

This Plan establishes a commercial/employment square footage objective and residential unit planned capacity for the overall Village.

EMPLOYMENT GROWTH

The Alameda Urban Village currently has 606,427 square feet of commercial space ranging from retail shops, professional office, restaurants, hotels, motels, etc.

The commercial square footage objective establishes the amount of commercial/employment growth that is planned to be accommodated in The Alameda Urban Village.

The amount of new commercial square footage of 432,900 square feet is based upon the Envision San Jose 2040 General Plan's planned capacity of 1,443 new jobs for The Alameda Urban Village. The number of jobs is calculated based on the General Plan's metric of one job for every 300 square feet and does not equate to the actual number of jobs. This Urban Village is adjacent to the Diridon Station which will be one of the

most connected places in the country, that includes BART, high-speed rail, Caltrain, and Amtrak. The Alameda is also located along the planned El Camino Bus Rapid Transit (BRT). The proposed number of new jobs will be well connected to transit.

HOUSING GROWTH

The planned dwelling unit capacity for the residential portion of the Urban Village is 411 new units. There are 366 existing dwelling units within the Village boundary. The overall residential unit capacity is the maximum residential growth planned for The Alameda Urban Village in the Envision San José 2040 General Plan. In this Plan, the community recognizes the importance of providing new housing in The Alameda Urban Village as a means of creating a more vibrant and active place; however, the Envision San José 2040 General Plan does not establish a residential unit objective, but rather a maximum number of housing units that needs to be accommodated in this Village.

LAND USE DESIGNATIONS

To focus future land uses, The Alameda Urban Village Land Use Plan identifies the

location, type, and intensities of employment, mixed-use residential, and public open space throughout the Village. Currently, the north side of The Alameda is comprised predominantly of large commercial properties backed by a mix of smaller single-family residential and multifamily residential properties. Alternatively, the south side of The Alameda is comprised mostly of commercial properties that are small and shallow in depth, and are also backed by single-family residential properties.

The land use designations applied in The Alameda Urban Village, as described below, are based on those contained in the Envision San Jose 2040 General Plan. These land use designations must be used in conjunction with the goals and policies of this Urban Village Plan.

NEIGHBORHOOD/COMMUNITY COMMERCIAL

DENSITY: FAR UP TO 3.5

The Neighborhood/Community Commercial land use designation supports a broad range of commercial uses such as neighborhood-serving retail stores and services, commercial and professional offices, and private

community gathering facilities. New residential uses are not supported by this land use designation.

Neighborhood/Community Commercial uses should have a strong connection to, and provide services and amenities for, the community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use, and public interaction.

URBAN VILLAGE COMMERCIAL

DENSITY: FAR UP TO 7.0

This designation is located on the north side of The Alameda between Race Street and West Julian Street and supports commercial activity that is more intensive than that of the Neighborhood/Community Commercial land use designation. Appropriate uses in this designation include mid-rise office buildings and hotels, along with ground floor neighborhood serving commercial and retail activities. Lower intensity retail or commercial uses are allowed as interim uses. This Plan supports the aggregation of smaller parcels with this designation in order to form parcels ideal for larger, mid-rise development.

The locations where this designation is placed on the Land Use Plan are ideal for high density, transit-oriented office and retail commercial development that can create a village center for The Alameda Urban Village. Development under this designation shall be developed with an urban and pedestrian-oriented form with the presence of parking and automobile circulation minimized from the adjacent public right-of-way.

URBAN VILLAGE

DENSITY: 55 DU/AC TO 250 DU/AC

The Urban Village designation supports a wide range of commercial uses, including retail sales and services, professional and general offices, and institutional uses. This designation also allows residential uses in a mixed-use format. Residential and commercial mixed-use projects can be vertical mixed-use with residential above retail for example, or, where a larger site allows, they can be mixed horizontally, with commercial and residential uses built adjacent to each other, in one integrated development. All new development under this designation with frontage along The Alameda must include ground floor commercial space along The Alameda.

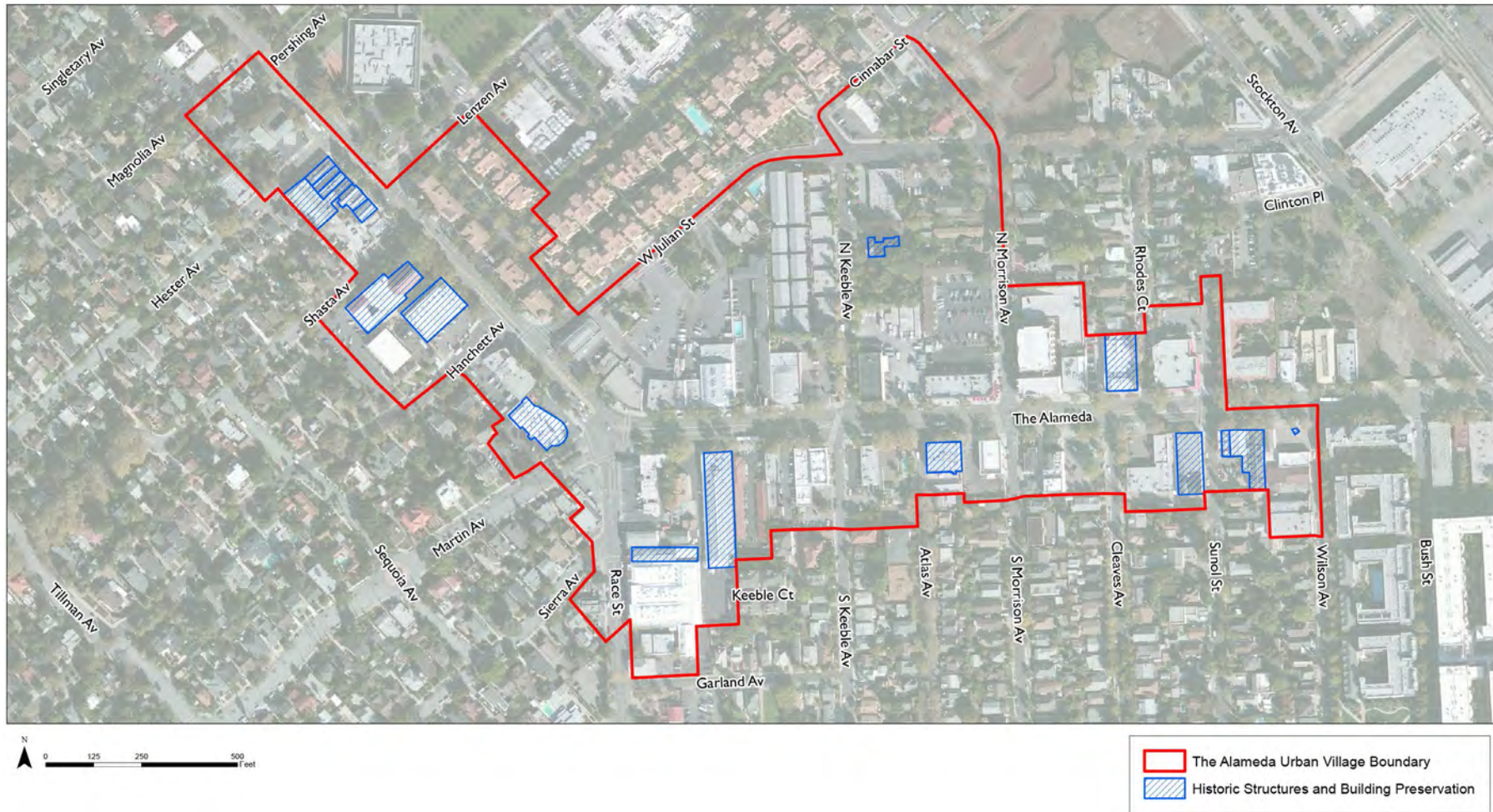
This Plan does not establish a maximum FAR for commercial or mixed residential/commercial development for properties designated Urban Village, but does establish a minimum number of dwelling units per acre for the residential portion of mixed-use projects and a minimum FAR of 0.35 for the commercial portion. The intensity or density of new development will effectively be limited by the maximum height limits established in this Plan and shown on the Height Diagram, by the transitional height policies in this Plan, and by the parking requirements established in the Zoning Ordinance.

URBAN RESIDENTIAL

DENSITY: 45-95 DU/AC

This designation allows for medium density residential development and a fairly broad range of commercial uses, including retail, offices, and private community gathering facilities. This designation is used to identify portions of Urban Village areas where the density of new development should be limited to a medium intensity in order to provide for a gradual transition between surrounding low-density neighborhoods and other areas within the Urban Village suitable

FIGURE 6: HISTORIC PRESERVATION MAP



for greater intensification. Development in this designation should typically be residential or commercial uses over parking.

MIXED-USE COMMERCIAL

DENSITY: UP TO 50 DU/AC;
RESIDENTIAL/COMMERCIAL MIXED-
-USE FAR: 0.5 TO 4.5

RESIDENTIAL FAR: 0.25 TO 4.5

This designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. New development of a property with this designation should accordingly include commercial space equivalent to at least a 0.5 FAR for residential/commercial mixed-use projects and 0.25 FAR for commercial projects with a typically appropriate overall FAR of up to 4.5, allowing for a medium intensity of development. This designation therefore is more commercially focused than the Mixed-Use Neighborhood designation and also allows for a greater intensity of use. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community

gathering facilities. Low impact industrial uses are appropriate if they are compatible and do not pose a hazard to other nearby uses.

LAND USE DESIGNATION OVERLAYS

STRUCTURE AND BUILDING PRESERVATION

DENSITY: N/A

Certain buildings and structures are identified on the Land Use Map for preservation. The Alameda community and neighborhood and business association have recommended that these buildings be preserved because of their historic and character defining value to the community. Most of these buildings are on the City of San Jose's Historic Resource Inventory list, are designated as a City Landmark or are designated on the National Register of historic places as a historic building/structure. There are four buildings that are not on this list, but are identified among The Alameda community to be of historic/cultural value. The preservation and enhancement of these identified structures will promote the existing sense of place and community identity on The Alameda, and be instrumental in telling the story of the community's past, which if lost, cannot be recovered.

For a list of goals, policies, guidelines and action items related to historic preservation, refer to Chapter 5: Urban Design, Goal 2: Neighborhood Character Section.

FLOATING URBAN PARKS AND PLAZAS

DENSITY: N/A

The Floating Urban Parks and Plazas category is used to designate lands that can be publicly or privately-owned that are intended to be programmed for low intensity open space uses. Urban Parks and Plazas represent a creative solution to provide more public space in The Alameda Urban Village. Given the space constraints of the Plan Area, plazas will generally be spaces that are developed and maintained privately, but open to the public. Opportunities for the creation of these types of plazas will occur as properties along The Alameda redevelop with higher intensity uses.

No specific site has yet been identified; therefore, the designation for the urban park or plaza will be indicated on the land use diagram with a green border and the letter "P." This symbol represents a "floating" designation and is only intended to indicate a general area within which a park or plaza

site should be located. There are several locations shown on the Land Use Diagram that are proposed for a new urban park or plaza, including properties on the block on the north side of The Alameda between W. Julian Street and N. Keeble Avenue and at the northwest corner of The Alameda and Hanchett Avenue. The specific size, exact location and configuration of such urban park or plaza sites will be finalized only through future development of particular parcels in the Village. Until such time that these properties are purchased by the City or privately developed as a publicly accessible urban park or plaza space, development is allowed consistent with the underlying land use designation shown on the land use diagram.

For a complete list of goals, policies, guidelines and action items related to parks and plazas refer to Chapter 4: Parks, Plazas and Public Art.

LAND USE POLICY OVERVIEW

A primary objective of this Plan is to retain the existing amount of commercial space within The Alameda Urban Village area and increase commercial activity and employment

opportunities. The focus of The Alameda Urban Village is employment uses. The Plan envisions mid-rise office uses given the Village's proximity to Diridon Station and to support the Diridon Station Area Urban Village Plan goal to become a regional destination. This Plan does not establish specific objectives for the different types of commercial or employment uses; however, these uses are largely envisioned to be a mix of retail shops and services, and professional and general offices. The Plan supports retail uses that are small or mid-sized in scale, and that serve the immediately surrounding neighborhoods, as well as the larger city. Large-format or "big box" retail uses are not appropriate in this pedestrian-oriented Village, given the auto-orientation of these uses.

Additionally, since The Alameda Urban Village focuses on creating a rich and inviting pedestrian environment, new drive-through uses are not supported. While auto-oriented uses are not prohibited (such as auto repair, automobile sales and rentals, or sales of auto parts); these are considered interim uses to be replaced over time by more pedestrian and transit-supportive uses.

New medium-high density residential uses will

be instrumental in creating a vibrant, walkable great place. This Plan, therefore, supports medium to high density residential uses in areas identified on the land use diagram. The vibrancy of The Alameda Business District will be created in part by having more people living and shopping along this corridor. To this end, the Plan encourages residential development to be built at densities higher than the existing development pattern, while respecting the existing adjacent single-family neighborhoods and character defining structures identified for preservation by this Plan.

Additional development specifications can be found in the Land Use Goals, Policies and Action Items section on the following pages, as well as in the Urban Design and Historic Preservation Chapter.

LAND USE GOALS AND POLICIES

VIBRANT COMMERCIAL DISTRICT

Goal LU-1: Grow the Alameda Urban Village into an economically vibrant commercial district that serves the surrounding

communities and supports the transit investments at Diridon Station by increasing commercial building square footage within the Village by 80 percent.

Policy LU-1.1: New commercial development on parcels with an Urban Village Commercial land use designation should be built at a Floor Area Ratio (FAR) of 0.7 or greater. New commercial development built at an FAR of less than 0.7 could be supported; however, such development would be considered interim until a market exists for higher intensity development.

Policy LU-1.2: New development that includes residential uses shall not be developed such that the combined FAR of the area designated Urban Village drops below the existing commercial FAR which is 0.35.

MIXED-USE URBAN VILLAGE

Goal LU-2: Create a mixed-use Urban Village that supports the commercial activity along The Alameda, is pedestrian focused, enhances the quality of life for residents in surrounding communities, and supports the existing and planned public transit.

Policy LU-2.1: For Case Study Site 1 (Figure

11, Chapter 5), between West Julian Street and North Keeble Avenue, if the entire block is developed as one project, allow residential to be developed anywhere on the site. The residential density could go up to 250 DU/AC provided that a minimum FAR of 2.7 for the entire site is achieved, a publicly accessible urban plaza/park of a minimum 2,000 square feet is provided at a visible location, and the project is consistent with the urban design policies and guidelines of this Plan.

Policy LU-2.2: New development along The Alameda and Race Street shall include ground floor commercial uses fronting the street and wrapping the corner when located on a corner lot.

Policy LU-2.3: Prohibit drive-through and self-storage uses within The Alameda Urban Village.

Policy LU-2.4: Motor vehicle uses, including auto repair, automobile sale and rental lots, and auto parts sales are allowed as interim uses and are intended to be redeveloped with pedestrian and transit supportive uses over time.

Policy LU-2.5: Design buildings along The Alameda to accommodate active ground floor

uses such as retail storefronts, restaurants and sidewalk cafes that generate pedestrian traffic. This policy also applies to the Urban Village portion of Race Street and to the buildings at the corner of The Alameda and adjoining streets.

Policy LU-2.6: For sites with existing commercial or industrial space, new development shall include new commercial space at, or greater than, the existing square footage of the existing space.

Policy LU-2.7: Encourage the integration of deed restricted affordable units within housing development. A goal, and not a requirement of individual projects, is to deed restrict 25% or more of the new units as affordable housing, with 15% of the units targeting households with income below 30% of Area Median Income.

Policy LU-2.8: Integrate affordable housing within the Urban Village by prioritizing the use of the City's affordable housing programs within this Village.

Policy LU-2.9: Locate buildings that specifically serve individuals with disabilities or seniors near accessible pathways to transit and public services.

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Image Source: sketchaway.wordpress.com
Artist: Suhita Shirodkar



CHAPTER 4

Open Space and Public Art

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CHAPTER 4:

OPEN SPACE AND PUBLIC ART



Stereoscopic view of the Alameda made between 1868 and 1885; Source: Wikipedia

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SECTION 2: PUBLIC ART

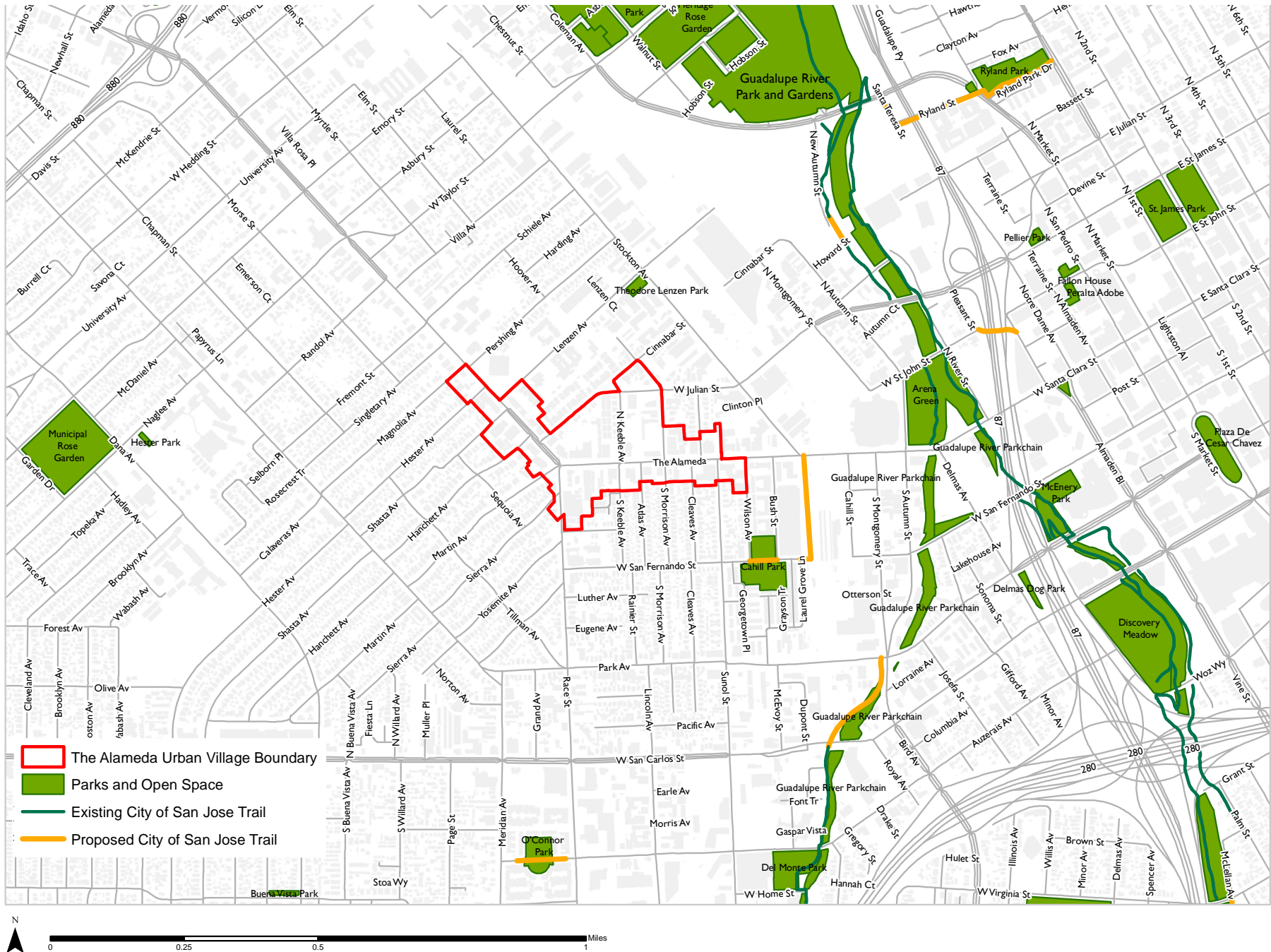
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SECTION 1: OPEN SPACE

INTRODUCTION

The Open Space Section for The Alameda Urban Village offers strategies for creating new publicly accessible open spaces within the existing and planned context of this area of San José. The character and amenities of this area already draw residents and visitors. It is the intent of this Plan to further engage these persons and encourage them to stay through the inclusion of more high-quality spaces as the Village develops and becomes more dense over time.

FIGURE 7: EXISTING ADJACENT PARKS AND TRAILS



THE OPEN SPACE VISION

This Plan is intended to support new residents and visitors of future development while appropriately acknowledging the needs of existing residents. Proposed open spaces can take several different forms: multi-purpose plazas, pocket parks, paseos, parklets, and temporary public plazas. Together with high-quality native landscaping, drought tolerant and low water use plants and public art, each of these types of spaces can provide much needed opportunities for recreation and social interaction, and contribute to the positive identity and visual character of The Alameda Urban Village.

Traditionally, parks in San José have been developed as large spaces of at least one acre in area that provide the community with more traditional recreational opportunities such as ball fields, playgrounds, and trails. The Alameda Urban Village Plan area is located within close proximity to existing traditional parks, including Cahill Park, Arena Green, Theodore Lenzen Park, O'Connor Park, Hester Park, the Municipal Rose Garden, the Los Gatos Creek Trail, and the Guadalupe River Park and Trail. Today, as San José focuses on the design of denser development patterns in

Urban Villages, there is a need to utilize any opportunity for open spaces including smaller, more urban spaces.

The small and shallow parcels along The Alameda place constraints on the amount of open spaces that can be provided through the development of any one site. The planned El Camino Real Bus Rapid Transit (BRT), the existing contiguous urban development, as well as the area's historic character also suggest that an urban open space on smaller parcels is more appropriate than a traditional park on The Alameda.

OPEN SPACE CATEGORIES

Open spaces within this Plan are envisioned either on publicly-owned (City) sites, or on privately-owned, but publicly-accessible sites. Whether publicly- or privately-owned, open spaces must create a system of spaces that meet the needs of the Urban Village. Five creative ways are envisioned to provide open spaces in this urban environment:

1. Multi-purpose Plazas (Plazas)
2. Interim and Temporary Public Plazas
3. Pocket Parks
4. Paseos (active and passive)
5. Parklets (Curb Cafés)

These five types of open spaces are discussed in greater detail on the following pages.

1. MULTI-PURPOSE PLAZAS (PLAZAS)

Plazas represent a creative way to provide publicly-accessible open space in The Alameda Urban Village. Plazas will be spaces that are open to the public, but could be owned, developed, and maintained privately or publicly. This Plan requires the dedication of land or construction of a privately-owned and publicly-accessible plaza by a residential developer to receive parkland credit as part of their obligation under the City's Parkland Dedication and Park Impact Ordinances (PDO/PIO).

Plaza Amenities and Programming

Plazas should be designed to provide visually engaging, gathering spaces for community members to socialize, as well as space for neighborhood events. Features such as art installation, fountains, and unique plants would draw the eye to these lively, urban focal points. These spaces could also be used for commercial activity including outdoor seating for restaurants and cafés, and active spaces for food carts and small farmers' markets. A plaza



Examples of multi-purpose plazas

location should contribute towards the area's strong, positive, and unique identity.

Goal OS-1: Create plazas that are attractive and vibrant, and provide places for community activities and interaction that contribute to the livability of The Alameda corridor.

POLICIES

Policy OS-1.1: As properties along The Alameda develop with higher-intensity uses, work with the community and private developers to facilitate the creation of publicly-accessible and highly-visible plazas within new development.

Policy OS-1.2: Locate plazas in areas that will support community events such as farmers' markets, art fairs, live music, and other periodic special programming, and near parking.

◀ Whole Foods plaza with moveable chairs and shade.

▶ Plaza at the corner of Willow St. and Lincoln Ave., Willow Glen, San Jose.



Policy OS-1.3: Locate plazas adjacent to commercial businesses such as retail, coffee shops, and dining restaurants. Encourage such uses to spill out into the plaza through features such as seating and outdoor displays of merchandise.

Policy OS-1.4: Temporary or permanent art installations should be an integral part of the plaza.

GUIDELINES

1. The minimum recommended size of private, but publicly-accessible plazas is 2,000 square feet, with appropriate width and length dimensions to provide sufficient street furniture, trees and landscaping, and public art.
2. Public plazas shall be completely visible from at least one street frontage and, where applicable, be at least 50% visible

from a secondary street frontage.

3. The sidewalk frontage of a plaza should have a minimum of 50% of its area free of obstructions.
4. Prepare plazas for pop-up retail at the time of design and construction. Include bollards, power outlets, clips on the ground, and plug and play for music performances.
5. Provide a variety of seating opportunities such as traditional benches, as well as mobile chairs. Mobile chairs will give the users the ability to rotate the chairs for sunlight or shade.

OPPORTUNITY SITES FOR A PLAZA

This Plan identifies a number of opportunity sites for a publicly-accessible plaza. Three of these opportunity sites are discussed below and shown on *Figure 8*.

Opportunity Site 1: The Alameda between West Julian Street and North Keeble Avenue

This Plan suggests providing one large plaza in the heart of the neighborhood to serve as the central gathering place where the community can meet and socialize.

Opportunity Site 2: Intersection of The Alameda and Race Street

A potential location is envisioned at the south corner of the intersection of The Alameda and Race Street. It is identified as a focal point of the Plan area and would provide needed open space for the community to socialize and hold events, and leverage economic activity for adjacent businesses. This plaza is envisioned to be smaller than that of Opportunity Site 1.

Opportunity Site 3: Intersection of Hanchett Avenue and The Alameda

A potential plaza location is available at the northwest corner of the intersection of Hanchett Avenue and The Alameda.

2. INTERIM AND TEMPORARY PUBLIC PLAZAS

Interim and Temporary Public Plazas are spaces that are transformed into temporary pedestrian spaces and can provide a variety of public activities, as discussed below.

Interim Public Plazas

This type of plaza is delineated using temporary materials, such as paint or planters. These public spaces can have community and economic benefits by allowing outdoor



Temporary activation of Plaza de César Chávez in downtown San José during "Super Bowl 50"
Source: www.thinkbigger-sanjose.com



Macy's Plaza activation with temporary furniture and food cart



Faneuil Hall Marketplace Activation in Boston

seating, live music, or public art. The facilitation of an interim plaza can lead to a permanent plaza.

An interim plaza can be used to develop and test community ideas and support temporary use of public space before Public Improvement Projects can be implemented, or a privately-owned public plaza becomes available as part of a new development.

Temporary Public Plazas

Temporary Public Plazas include temporary activation of an underutilized urban space such as a private parking lot that is not fully used. Space programming for temporary plazas can include art installations, food trucks, live music, outdoor movies, performances, and pop-up retail.

Goal OS-2: Promote the development of interim/temporary public plazas in appropriate locations when opportunities arise.

Policy OS-2.1: To make the plazas vibrant centers of activity and neighborhood destinations, the interim/temporary plazas should include holiday events, food or craft markets, temporary public art installations or exhibits, and music and dancing.

GUIDELINES:

1. Freight loading, accommodation of bike racks, and plaza drainage should be considered at the time of the temporary plaza configuration.
2. The interim plazas should have a defined edge with large fixed objects and a durable material for the plaza surface. Movable furniture, umbrella shade, electrical access, heavy planters, granite blocks, and bollards (at the edge of the space) can be incorporated into the space. The furniture can be painted, stained, or treated with a water seal to enhance its appeal and longevity.
3. The interim plaza should be compliant with the American Disabilities Act (ADA) guidelines and should be considered for the visually impaired.

Action Item OS-2.1: Work with the community, business owners, and developers to identify sites that qualify for interim/temporary plazas and facilitate the implementation of an interim/temporary plaza in these locations.

Action Item OS-2.2: Use prototyping and active programming approach to the sites that are potential spaces for permanent plazas.

3. POCKET PARKS

Pocket parks contain landscaped area and neighborhood-serving amenities. Pocket parks are typically built on single lots or irregularly shaped pieces of land, and would ideally be owned and maintained by private development. Pocket parks may be constructed by residential developers on private property that are made publicly accessible and may be eligible for “private recreation” credit as part of their obligation under the City’s Parkland Dedication and Park Impact Ordinances, provided that the park remains publicly accessible. Pocket parks are intended to have areas to socialize, sit, and relax.

Opportunity Site: Leib Carriage House, 60 North Keeble Ave

The Leib Carriage House is an historic building built in the 1870s. The estate and original home were burned down, but the carriage house still remains and is listed on the National Register of Historic Places. The carriage house and its garden should be kept in their original shape at all times with only minor modifications to enhance the garden or structure would be permitted. The garden

space of the Carriage House, if opened to the public, could be a good opportunity for a pocket park.

Goal OS-3: The purpose of pocket parks is to provide opportunities for relaxing or meeting friends, create greenery in smaller versions, and expand permeable surfaces to increase water infiltration.



Pocket Park in Yorkville Village, Toronto



A gas station changed to a pocket park in York Boulevard in Los Angeles



Pocket park in Seattle

POLICIES

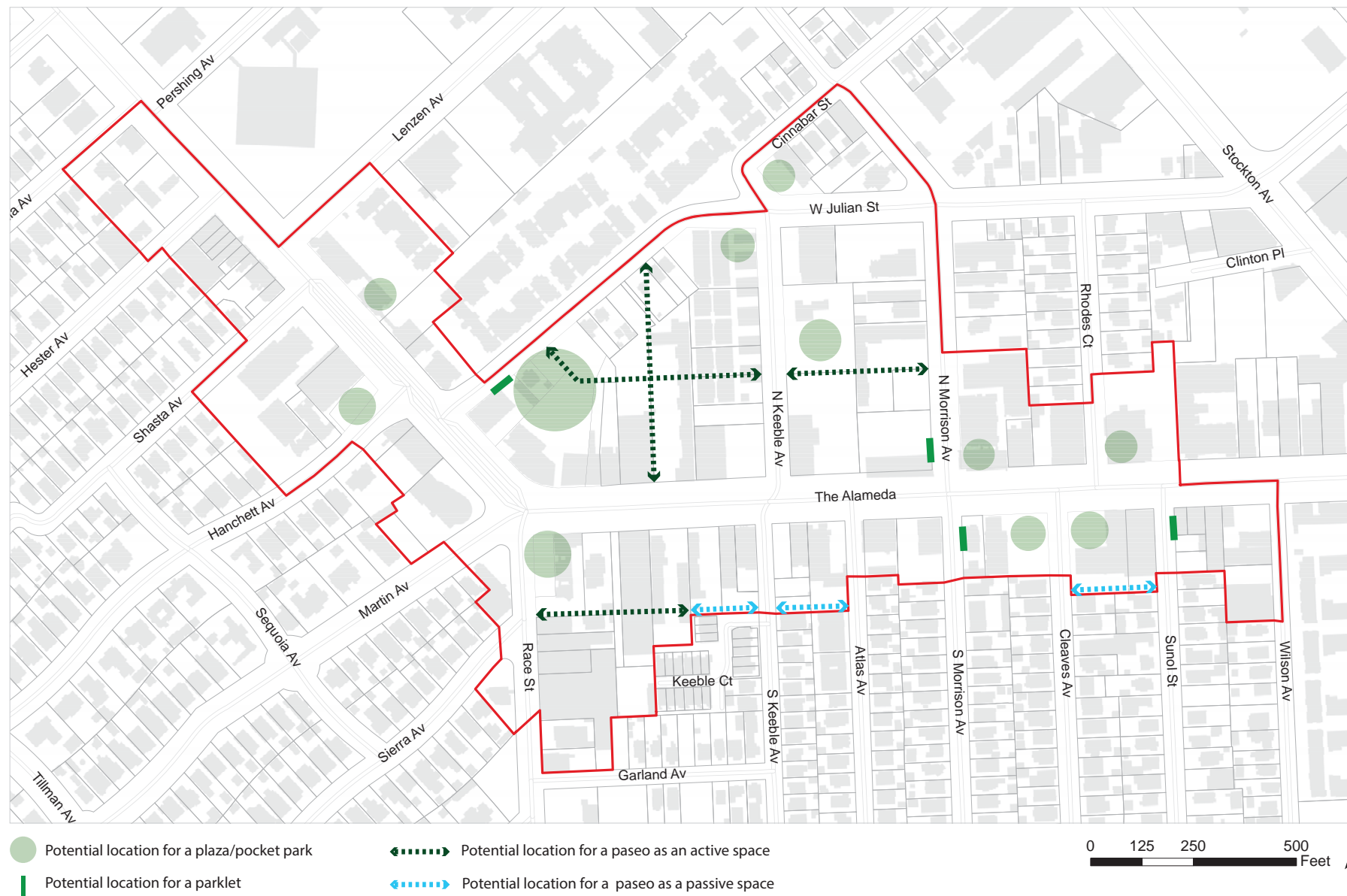
Policy OS-3.1: As properties along The Alameda develop with higher-intensity uses, the City and the community and private developers should facilitate the creation of pocket parks within new development.

Policy OS-3.2: Encourage new pocket parks to be business supportive, allowing for flexible expansion of business into these spaces on a seasonal basis. This would provide additional incentives for businesses interested in locating in the area.

GUIDELINES:

1. Pocket parks should be a minimum of 2,000 square feet.
2. Pocket Parks should reflect the design and placemaking elements of surrounding urban character through the use of architectural styles, signage, colors, textures, materials, and other elements.
3. New residential and commercial uses are encouraged to locate building entrances, windows, outdoor seating, patios, and balconies to overlook park spaces.
4. Pocket Parks shall be highly visible and accessible from adjacent streets.
5. Pocket Parks shall have direct sunlight, sufficient shade during warm months, and generous amounts of seating.
6. A dog park should be considered as a part of pocket parks, where appropriate.
7. Pocket Parks should have movable chairs and tables to allow people to have control over where they sit.

FIGURE 8: POTENTIAL PARKS, PLAZAS, PASEOS, AND PARKLETS



4. PASEO

This section provides goals and policies for paseos in two formats: passive and active linear space. Under certain criteria, including public access, green buffers constructed by residential developers and located on private property may be eligible for “private recreation” credit toward their obligation under the City’s Parkland Dedication and Park Impact Ordinances (PDO/PIO).

Goal OS-4: Provide pedestrian and bicycle connectivity, green buffers, and additional space for art installations, sale of merchandise, and small retail for The Alameda Urban Village.

Policy OS-4.1: Incorporate green paseos as an integral part of the street network system to create maximum connectivity.

Policy OS-4.2: Employ paseos as new development abuts existing neighborhoods, where such a feature would facilitate the continuation of an existing paseo or provide a new connection to an adjacent site.

4-1. PASEOS AS PASSIVE LINEAR SPACES: GREEN BUFFERS

A paseo can function as a green buffer that visually screens more intensive development

from an abutting single-family neighborhood while providing passive circulation paths. These buffers can function like green alleys providing pedestrian and bike access only, or be shared with cars.

Policy OS-4-1.1: New developments should provide paseos that run parallel to the Alameda and separates the development from single-family houses.

POTENTIAL OPPORTUNITY SITE

An opportunity promoted by policy OS-4-1.1 is a paseo connecting Cleaves Avenue to Sunol Street, and is located at the south side of the case study site that is located at the intersection of The Alameda and Cleaves Avenue (Figure 11). This paseo would act as a green buffer and would soften the visual impacts of future development on the existing single-family residential neighborhood to the south and provide a pedestrian-friendly connection between Cleaves Avenue and Sunol Street.

GUIDELINES:

1. To ensure pedestrian safety, consider pedestrian lighting at eye level. No light source shall be directed skyward in paseos that are adjacent to residential areas.
2. Construct the green alleys with low



Paseo in Yorkville Village, Toronto



Paseo in Seattle for a new office building at South Lake Union District



Paseo in Old Pasadena

impact and permeable paving materials to efficiently manage the stormwater and minimize the heat island effect.

3. A dual use of open space and Emergency Vehicle Access (EVA) is acceptable where necessary, but the space should be aesthetically designed for open space uses and not ancillary to its use as an emergency roadway.

4-2. PASEO AS ACTIVE LINEAR SPACES

Policy OS-4-2.1: At the time of a new development, provide a paseo that can function as an active linear public space which creates connectivity to adjacent sites and provides an opportunity for more intensive uses such as sitting, gathering, public art, and social interaction.

This concept is already being showcased at a development called The Meridian at Midtown located between Race Street and Meridian Avenue in the West San Carlos Urban Village, and is also proposed at the Great Oaks Development in South San José connecting River Oaks Parkway to Coyote Creek Trail. Similarly, the former San José Redevelopment Agency successfully executed several paseos, such as the Paseo de San Antonio, that

were envisioned in the San José Downtown Streetscape Master Plan (2003).

POTENTIAL OPPORTUNITY SITE:

Opportunities promoted by Policy OS-4-1.1 are two paseos that go through the blocks between West Julian Street and North Keeble Avenue, one parallel to the North Keeble Avenue connecting West Julian Street to The Alameda the other parallel to The Alameda connecting West Julian Street to the North Keeble Avenue.

GUIDELINES

1. Active paseos should contain at least one circulation path at least eight feet in width.
2. Active paseos should have direct sunlight with a sense of openness and human scale.
3. Active paseos should only be open to traffic for loading and unloading purposes.

For more policies and guidelines on paseos and mid-block connections, refer to the Urban Design Chapter, Pedestrian Environment, Policy UD-1.1 and its guidelines.



5. PARKLETS (CURB CAFES)

Parklets are created through the conversion of parking spaces into more pedestrian-oriented, active open spaces. This versatile micro-park can be designed for a wide variety of locations, sizes, or shapes, and can be programmed for flexible durations and activities. Several parklets in San José have become popular and near permanent fixtures along South First and San Fernando Streets in downtown San José.

Implementation of a Parklet program within The Alameda Urban Village could enable the selective replacement of some public right-of-way parking spaces with public amenities like planters, trees, tables, chairs, or public art, to create attractive 'staying places' and a more inviting atmosphere. The parklets can increase the foot traffic, enhance economic vitality for the restaurants and cafes, and contribute to the vibrancy of the pedestrian environment. In San José, parklets are the product of a partnership between the City and local businesses, residents, or neighborhood associations. In October of 2015, the San José City Council voted to extend the "Curb Cafe Pilot Program"(Parklets) until December 2017. With this extension, the program expands



Example of parklets in San Francisco.
Source: San Francisco Planning Department



Art with parklet in Valencia Street, San Francisco



Parklet in Lincoln Ave, Willow Glen, San Jose

to 25 total parking spots, with 2 already in use. Approval of any parklet will require a maintenance agreement executed by the adjacent business owner, property owner, or neighborhood association for the maintenance of the parklet, which must also be covered with sufficient liability insurance.

Goal OS-5: It is essential to consider parklets for The Alameda which will provide additional non-traditional open space for social interaction, add more space to the width of sidewalk, and help the economic vitality of The Alameda Urban Village.

Policy OS-5.1: At the time of new development, work with the developer to locate a parklet near existing or planned food services, cafés, retail, and cultural institutions.

GUIDELINES:

1. Since Parklets shall be located along streets with a speed limit of 25 miles per hour or less, they are not allowed on The Alameda and could only be considered for adjoining streets such as Julian or Race Streets.
2. Parklet sites shall be at least one parking spot away from the street corner.
3. Parklet sites shall provide adequate

clearance for automobiles to turn in and out of nearby driveways.

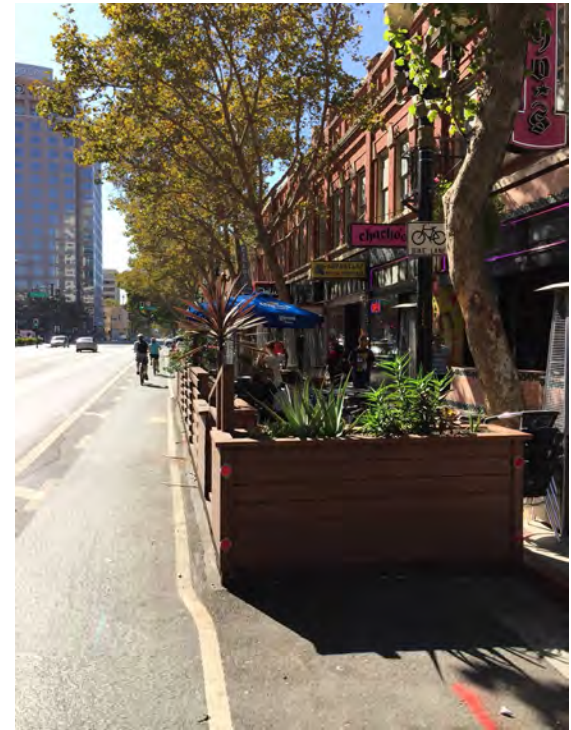
4. The curbside lane of a proposed Parklet site shall be at least eight feet wide from curb to the adjacent bicycle or vehicular travel lane.
5. Parklets are not permitted in red zones, unless approved by the City of San José's Department of Transportation.
6. Parklets are not permitted within 15 feet of a fire hydrant.
7. The design shall provide access to public utilities, access panels, valves, building standpipes, and other features.
8. Parklets work best in locations with existing pedestrian activity, and/or where sidewalks are not wide enough to accommodate current pedestrian volumes.

For more information refer to the National Association of City Transportation Officials (NACTO) Design Guidelines for parklet design. These guidelines which were endorsed by City of San José Department of Transportation in 2014 can be found at <http://nacto.org/usdg/interim-design-strategies/parklets>.

Action Item OS-5.1: Streamline the parklet permitting process to establish a parklet program that includes guidelines for per-constructed/prototyped components, maintenance, insurance, cost, and safety to make it easier and less expensive for the developers to build and maintain them, and for the City to review them and issue the permit.



Parklet on South First Street, in front of SOFA market, San José; Source: yelp.com



Parklet on San Fernando Street, San Jose
Source: www.thinkbiggersanjose.com



Parklet on South First Street, in front of Café Stritch, San José; Source: www.thinkbiggersanjose.com



Community driven public art on the wall of Peet's Café at the corner of Hanchett Ave and The Alameda , San José

SECTION 1: PUBLIC ART

INTRODUCTION

Public art can play a vital role in increasing The Alameda's sense of place. It can signify the heritage and historic character of The Alameda Urban Village, reinforce the walkability and bikability of the public realm, and enhance the identity of this community as it develops.

There are many opportunities to weave public art into The Alameda Urban Village. Public art can be incorporated into new commercial and residential development, Bus Rapid Transit stations, plazas, and the public right-of-way, including the sidewalk and potentially the median within The Alameda corridor. Public art could be more traditional sculpture or murals, and could also

be incorporated into the infrastructure and amenities of an area such as sidewalks, wayfinding elements, environmental systems (e.g. stormwater), transit systems, and lighting. It may be temporary or long term in nature. Depending on the funding sources, public art could include “plug and play” events and performance within parks and plazas.

In The Alameda Urban Village, community members could help identify opportunities for public art, as well as provide input to inform the design and programming of the art. Cultural values for The Alameda Urban Village have been highlighted by residents in public meetings, and include a desire to preserve existing unique elements along The Alameda such as the Babe’s muffler statue, architectural details of older buildings, and installing an entrance feature to The Alameda.

Business and property owners, as well as resident groups, could also initiate public art projects or event programming, obtaining guidance from the City where needed. Artists, integrated early into the design of public infrastructure and private development, can identify new ways of project delivery that enhance the outcome of the public art into the public realm and private development.



Babe's Muffler statue, The Alameda San José.



Public art installations in an alley in the Pioneer Square District in Seattle.



Public art in an alley in the Pioneer Square District in Seattle.



▲ Public fountain in Santana Row, San José.

▼ Bike Racks in Seattle.



Successful public art implementation would contribute greatly to “branding” The Alameda, giving it a memorable identity.

As The Alameda continues to evolve as an important destination and a gateway to downtown San José, particularly as the Diridon Station Area Urban Village Plan is implemented, arts and cultural amenities will play an important role in creating an attractive and inviting place for residents, workers, and visitors alike. Public art will also play a significant role in engaging the community, increasing sense of place, and enhancing the quality of experience for The Alameda Urban Village.

This Plan recommends considering an Arts District for The Alameda that would create funding specifically for the design, installation, and maintenance of art within The Alameda Urban Village.

Future art installations could be placed to create a walking route to discover these art installations and other unique elements of the neighborhood. Many neighborhoods in the U.S. have these concentrations of art installations that can make the neighborhoods appealing to visitors and

improve the economic vitality and walkability of those places. For example, the Fremont neighborhood in Seattle has a discovery map that guides visitors to the different art installations and other points of interest throughout this neighborhood. An arts district can include murals, art galleries, dance studios, theatres, music venues, and public squares for performances.

Goal PA-1: Promote a diverse and stimulating art presence to enrich the historic identity of The Alameda, enhance the walking experience, and improve the economic vitality of this Urban Village.

POLICIES

Policy PA-1.1: Public art should play a significant role in new development and implementation of all types of projects including commercial, multifamily residential, common open spaces, transportation facilities, and stormwater management systems.

Policy PA-1.2: Engage the surrounding community to ensure that public art reflects the history and cultural values of The Alameda Urban Village and surrounding community.

Policy PA-1.3: Incorporate art in community-

gathering places, BRT stations, and streetscape elements to enrich the pedestrian and cyclist experience.

Policy PA-1.4: Encourage local business owners and resident groups to initiate cultural events that help foster a strong arts community in the Urban Village.

GUIDELINES:

1. Public art should celebrate the history and cultural diversity of The Alameda.
2. Ensure that public art projects are allocated to the most significant projects early in the project development.
3. Incorporate iconic, destination-quality artwork, particularly in commercial development and open space where the scale of the location may support larger-scale artwork.
4. Incorporate interactive art projects and designate locations to accommodate a program of changing temporarily-placed artwork.

Action Item PA-1.1: Work with the residents, businesses, artists, and property owners to identify potential locations for art installations in The Alameda Urban Village. Explore strategies for business participation in the ongoing support and presentation of art and

events in The Alameda Urban Village Plan.

Action Item PA-1.2: Work with residents, businesses, artists, property owners, and the City of San José to create an art district for The Alameda.

EXAMPLES OF PUBLIC ART IN SAN JOSÉ THAT CAN INSPIRE PUBLIC ART IN THE ALAMEDA URBAN VILLAGE



Illumination in downtown San José



Temporary activation of Parque De Los Pobladores, Downtown, San José



Story telling in a mural in downtown San José



▲ Bench designed by an artist on N. 1st Street, San José

▼ Show Your Stripes Project, an example of urban prototyping art project that is combined with technology, downtown San José





Crosswalk coloring, downtown San José



Swing: An interactive art installation in downtown San José that consisted of a series of musical swings



Art Installation on a door(Downtown Doors) and a utility box by San José youth



Interactive lighting, West San Carlos Street, San José



Andy's pet shop sign as an example of an interactive and interesting sign that was once on The Alameda, San José



Examples of public art for the Santa Clara-Alum Rock Bus Rapid Transit stations. Similar public art that contain aspects of history and culture of The Alameda should also be used for the Planned Bus Rapid Stations on The Alameda.





Image by Wallace Roberts & Todd (WRT)

CHAPTER 5

Urban Design and Historic Preservation

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CHAPTER 5:

URBAN DESIGN AND HISTORIC PRESERVATION

This chapter is divided into two sections: Urban Design and Historic Preservation

SECTION 1: URBAN DESIGN

INTRODUCTION

The Alameda has an established residential neighborhood and business district with restaurants, cafes and retail stores complemented by sidewalk seating and displays.

The Urban Design section is described in five parts: pedestrian connectivity, active ground floor interface, neighborhood integrity, sustainability, and opportunity sites. Each part has goals, policies, guidelines, and action items.

The Urban Design section is inspired by the existing identity of The Alameda and is intended to promote a high quality of life, create a memorable destination, and ensure that urban development along this historic corridor is compatible with, and accessible to, the surrounding neighborhoods. It also encourages development that is of high quality, pedestrian-oriented, and urban in scale. The creation of social gathering spaces and a more vibrant commercial corridor in The Alameda Urban Village will foster community spirit and further build pride of place.

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RELATIONSHIP TO OTHER DOCUMENTS

The Alameda – A Plan for The Beautiful Way

This Plan supports the urban design guidelines as laid out in *The Alameda – A Plan for the Beautiful Way*, published in April 2010 by BMS Design Group and Kimley-Horn Associates for The San José Redevelopment Agency and Caltrans. These Guidelines have been integrated into this chapter where applicable.

The Alameda (Poplar Way)

This Plan has considered the urban design guidelines as laid out in “The Alameda (Poplar Way)”, published in 1984 by the City of San Jose’s Department of City Planning Division with assistance from Private Development and Historic Landmarks Commission. These guidelines have been integrated into this chapter, where applicable.

EXISTING CONDITIONS

As of 2016, recent development and development interest are confined to the eastern edge of The Alameda Urban Village, including a mixed-use project known as 787 The Alameda and a Whole Foods Market. The Whole Foods Market is located at the corner of The Alameda and Stockton Avenue,



▲ Cafe Rosalena, The Alameda between N Keeble Ave and W. Julian St.



▲ Pedestrian friendly retail on The Alameda.



▲ Whole Food Market works an anchor. It activates the street and attract new development

adjacent to the Diridon Caltrain Station. The project includes a publicly accessible plaza and a beer garden with a balcony providing a view of The Alameda and the train station. This project has become a catalyst for more investment and development.

Along The Alameda, some buildings include zero front setbacks, ground floor retail and parking in the rear while others have numerous curb cuts and underutilized surface parking adjacent to The Alameda and side streets. This configuration has negatively affected the more pedestrian-friendly areas of The Alameda.

URBAN DESIGN CONCEPTS

1. PEDESTRIAN CONNECTIVITY

This Plan encourages new development to create and maintain a pedestrian-friendly environment by connecting components of a site with safe, convenient, and accessible pedestrian and bicycle facilities.

Goal UD-1: Promote the economic vitality of The Alameda Urban Village by enhancing the existing pedestrian-friendly character of this Urban Village.

Policy UD-1.1: Provide frequent pedestrian

access points from public streets, plazas, and paseos and create an interconnected pathway system.

Policy UD-1.2: New public and private development should facilitate walking by both enhancing the existing pedestrian environment and, where opportunities exist, by creating new pedestrian connections to create a more interconnected pedestrian circulation system.

Policy UD-1.3: Minimize driveway entrances to decrease the area of paved surfaces, promote pedestrian and bicycle safety, and create a continuous pedestrian environment.

GUIDELINES

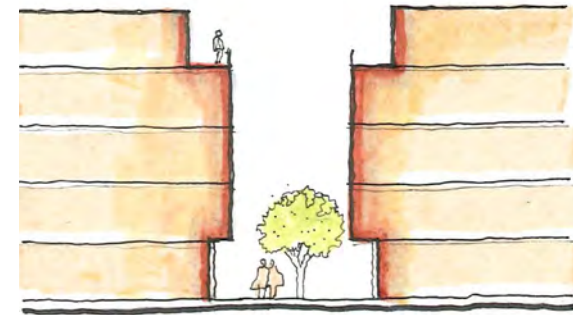
Mid-block connections, paseos, and walkways; Driveways and Vehicular Circulation

1. Break up large blocks and increase walkability through interconnected publicly accessible pathways, paseos, and mid-block connections.
2. A mid-block connection should generally be provided every 250 to 350 feet for blocks longer than 500 feet on one side.
3. Mid-block connections and paseos shall be open to the sky and no less than 20 feet wide.

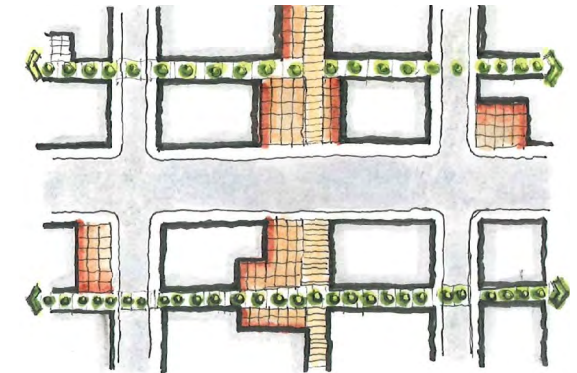
4. Mid-block connections near major intersections and transit stations should be planned as shared bicycle and pedestrian paths.
5. Midblock connections, paseos, and walkways should be integrated with building entrances, transit facilities, plazas, and parks.
6. Reduce pedestrian and vehicle conflicts by eliminating driveways where possible along The Alameda, provide automobile access to corner parcels from the side streets, and utilize shared driveways.
7. Building service and loading facilities should be placed at the rear of buildings or parcels.

2. ACTIVE GROUND FLOOR INTERFACE

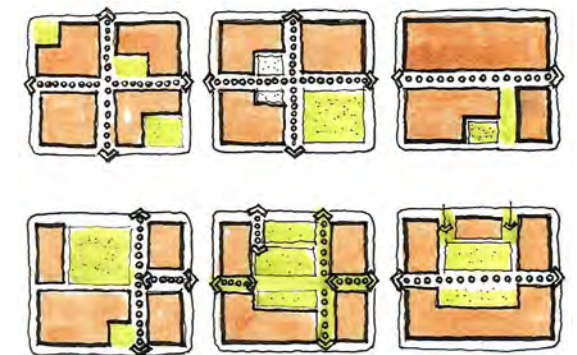
A concentration of vibrant commercial uses along The Alameda and the adjoining streets would allow customers to visit multiple businesses in one trip and allow business to benefit from being located close together. A continuous commercial street wall is important to strengthen the Alameda's identity, promote its economic viability, and activate the sidewalk and street.



▲ Mid-block connection no less than 20 feet and open to the sky. The upper floor is stepped back to avoid the feeling of a tunnel.



▲ Mid-block connections and paseos that are connected to publicly accessible plazas and pocket parks.



Pop-up retail is a temporary transformation of a vacant commercial space or an interim use of undeveloped property by a local entrepreneur or small business owner. Pop-up businesses typically sell clothing, food, seasonal items, art, and other merchandise. Pop-ups activate streets and can help reduce commercial vacancies by demonstrating the business potential for these spaces. It also provides opportunities for small business owners.

To this end, this Plan provides direction for the design of the ground floor interface identified below:

Goal UD-2: Promote a more vibrant and human-scaled ground floor for buildings along The Alameda and its adjoining streets.

Policy UD-2.1: New development shall create an engaging pedestrian environment by including active uses on the ground floor, transparent facades, multiple inviting pedestrian entrances, and outdoor seating.

Policy UD-2.2: Allow ground floor space to be used temporary for pop-up retail.

Policy UD-2.3: Promote an active ground floor for residential buildings to encourage a pedestrian-friendly, welcoming, and safe

environment.

GUIDELINES

FOR COMMERCIAL /MIXED-USE BUILDINGS

Clear glaze windows and merchandise display

1. On The Alameda and adjoining streets, building façades facing a street shall consist of storefronts with clear, untinted glass or other glazing material on at least 70% of the façade surface area.
2. Incorporate less frequent mullions and use larger areas of glazing to allow high visibility of the commercial space interior and merchandise display to engage the pedestrians.
3. Opaque windows or windows covered with blinds shall be avoided at the ground floor. If interior uses demand privacy, consider incorporating public use areas such as reception or display areas at the street-facing front.
4. Encourage merchandise display in the public right-of-way to activate the street and engage the pedestrians. This may require a permit from City of San Jose Department of Public Works if the public right of way is used.
5. Allow opportunities for small pop-up



Ground-floor retail with large openings, special signage, and interesting storefront design make these spaces inviting and engaging for the pedestrians.



stores that have a window opening to the street to encourage pedestrians to stop and activate the sidewalk.

Building Entrance

Ground-floor entrances shall be well-defined, inviting, easy to find, and oriented to the pedestrians.

Depth and Flexibility

6. The depth of ground floor commercial space shall be 50 feet minimum and preferably 60 feet.
7. For new development projects, set-up interior tenant spaces with "stubbed-out" plumbing, electrical, mechanical, and ventilation systems to facilitate their lease and actual use, including the installation of a grease interceptor on-site, or grease trap(s) in the tenant spaces. This will facilitate and increase their marketability and set-up for future restaurant and food service/bakery type uses.
8. Have flexible spaces that can accommodate a variety of retail spaces including restaurants, bakeries, flower shops, coffee shops, and art stores.
9. Retail space should be designed with flexibility to accommodate a wider range of tenants and adapt to market changes over time. Create opportunities for smaller



▶ Traditional sidewalk cafe with awning and well-defined activates on the sidewalk that makes it inviting.

▼ Traditional storefront design displaying merchandise at two levels, transparent facade, inviting entrance , ornamental planting box and interesting use of store front lights and signs



▶ Ground floor retail, differentiated from the upper floors by a change in color, materials, and recessed storefronts that are separated from each other.

▼ Ground floor retail with large windows and few mullions create better a connection between the interior space and the sidewalk encouraging pedestrians to stop, look and go inside.



sellers and mini-shops such as packaged food vendors to sell their food in a smaller-scaled space.

Height

10. The minimum floor-to-ceiling height of the ground floor commercial space shall be a minimum of 16 feet and preferably 18 to 20, feet unless immediately adjacent to a historic building, which will be subject to review by the Planning Division or the Historic Preservation Officer.

Overhangs and Awnings

11. Create overhangs and awnings that break up the massing of the buildings, provide shadow patterns, and aid in climate control are encouraged.

Colors, Materials, and Signage

12. For the ground floor, use high-quality materials and colors that are typical of the character of The Alameda for the ground floor use.
13. Incorporate creative signs that are the interpretation of the store character to give a unique identity to each store.

FOR RESIDENTIAL BUILDINGS Setback

14. The setback area along the residential

street frontages should be developed with trees and planting to enhance the landscape quality and the character of the existing residential street.

Active Uses

15. In residential buildings, active uses such as retail, lobbies, event spaces, fitness centers, and community rooms shall be placed strategically on the ground floor to engage the public, and shall be designed for transparency and interest. Buildings shall be lined with active uses for 66% of linear frontage.
16. Loading and utility spaces should be hidden from pedestrian frontages.
17. When residential units face public spaces such as streets, paseos, plazas, or courtyards, there shall be a carefully designed transition zone that can accommodate porches, steps, patios, bay windows, balconies, and stoops to maximize visibility and encourage social activity.
18. The ground floor level of a residential building facing a street should be a maximum of 24 inches above grade.

Building Entrance

19. A minimum of one pedestrian building

Unique design for store signage creates an inviting and pedestrian-friendly environment.





▲ Temporary use of an empty lot to activate the street.

entry should be provided for each 50 feet of residential street frontage.

20. The building entrance for residential buildings shall be well-defined and be compatible with the building architectural style.

3. NEIGHBORHOOD INTEGRITY

Where a mixed-use or commercial building abuts a residential area or a historic building, it is critical that there not be an abrupt scale change. The transition from residential to commercial buildings should be gradual. The architectural design and site placement of new development shall consider the scale of the adjacent neighborhood and prevent massive structures that would overpower or deny

privacy to the surroundings by their size.

Goal UD-3: Integrate new commercial and mixed-use development into the existing commercial and residential context.

Policy UD-3.1: Ensure that new development is integrated appropriately into the existing residential neighborhood by providing transitions and by developing at a compatible scale.

GUIDELINES

Building Height (Figure 9)

1. Allow for five to six stories along the north side of the Alameda where larger parcels and development patterns can better accommodate them.
2. Step back the last floor of five-story buildings and the last two floors of six-story buildings a minimum of 5 feet to keep a pedestrian scale along The Alameda and respect the existing character of the residential streets.
3. Limit building heights along the south side of the Alameda to three- to four-stories to ensure neighborhood compatibility with adjacent single-family residential uses.
 - Building heights should be limited where necessary to be compatible

▼ Well-defined entrance for residential/mixed-use buildings



▼ Transparent porches and front landscaping creating a human-scaled environment and opportunity for socializing with neighbors.



with adjacent historic resources.

Transitional Height (Figure 10)

4. Provide proper height transitions between new, higher-density commercial and mixed-use development and adjacent single-family homes by using building setback, upper-story stepback, and landscaping to soften the transitions near property lines.
5. Maximum allowed height within 50 feet of an R-1 Single-Family and R-2 Two-Family Residence Zoning District:
 - 35 feet within 20 feet of the residentially zoned property, thereafter increasing by one foot for every one additional foot of setback.
6. Maximum allowed height within 50 feet of R-M Multiple Residence Zoning District or a multifamily use:
 - 45 feet within 20 feet of the residentially zoned property, thereafter increasing by one foot for every one additional foot of setback.

Building Setbacks

Front Setback

1. Buildings with nonresidential uses on the ground floor shall be constructed at their front setback line as long as a 20

foot sidewalk is provided. Building to the setback line may be waived or modified upon finding that:

- Entry courtyards, plazas, outdoor eating and display areas, or other uncovered areas designed and accessible for public use are located between the setback line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area;
- The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street; or,
- A greater setback is necessary for design compatibility with a historic resource or district.

Rear Setback

2. Provide at least a 10-foot rear setback when high-density commercial and mixed-use development is abutting residential properties with the zoning of R-M Multifamily Residence Zoning District.
3. Provide at least a 15-foot rear setback when high-density commercial and mixed-use development abuts residential properties with an R-1 Single-Family and

R-2 Two-Family Residence Zoning District.

4. When high-density commercial and mixed-use development abuts non-residential properties, a zero setback is allowed provided that it meets the Fire Code requirements.
5. Alternate setbacks may be considered where necessary to protect an adjacent historic resource or district.

Side Setback:

6. Provide a 5-foot side setback when high-density commercial and mixed-use development abuts residential properties with an R-1 Single-Family, R-2 Two-Family and R-M Multifamily Residence Zoning District or a multifamily use.
7. When high-density commercial and mixed-use development abuts non-residential properties or is located at the corner of The Alameda and an adjoining street, a zero setback is allowed.
8. Alternate setbacks may be considered where necessary to protect an adjacent historic resource or district.

FIGURE 9: BUILDING HEIGHTS DIAGRAM



This map indicates the heights for different parts of the Village. These heights are maximums and are to be used with the setbacks and transitional height policies of this Plan that transition taller buildings to lower intensity uses.

4. BUILDING MASSING AND ARCHITECTURE

Construction or rehabilitation of buildings should utilize architectural design elements that underscore the fine-grain character of The Alameda.

Goal UD-4: Create a fine-grain appearance of larger, new, or rehabilitated buildings when infilling into an existing fine-grain context.

Policy UD-4.1: Promote attractive, high-quality building design that complements the architectural styles that characterize The Alameda Urban Village.

Policy UD-4.2: The buildings shall have articulated wall planes which utilize finely-detailed features that create an interesting image for The Alameda.

Policy UD-4.3: Manage parking orientation and design to create a more compact development pattern and to decrease the visual prominence of the automobile.

GUIDELINES

Building Massing and Facade

1. Building form shall contribute to the pedestrian scale of The Alameda and

serve as a gateway to downtown San José.

2. Avoid large blank walls adjacent to the public right-of-way by locating active uses on the ground floor.
3. Franchise architecture is strongly discouraged.
4. Break up the massing of building frontages through height variation and façade articulation such as recesses or encroachments, shifting planes, creating voids within the building mass, varying building materials, and using windows to create transparencies.
5. The height and scale of new buildings should be compatible with adjacent buildings. If new buildings are taller, step down the massing to transition to lower heights.
6. Buildings should contain the three traditional parts of a building: a base, a mid section, and a top. On low-rise buildings, the different parts may be expressed through detailing at the building base and eave or cornice line. On taller structures, different treatments of the first, middle, and top stories should be used to define the three parts.
7. Distinction in floor heights can be made between the street level and upper levels

Stepback for upper floors for 6-7 story buildings

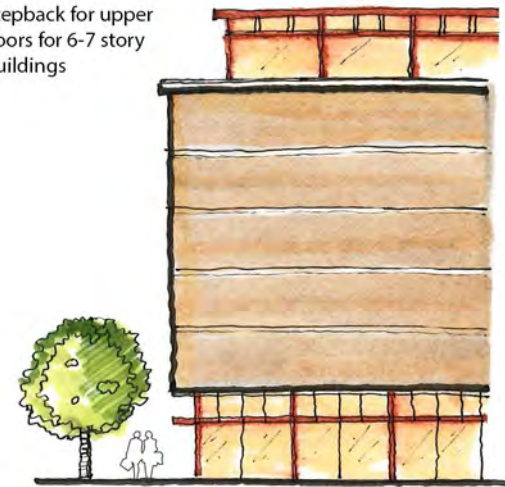
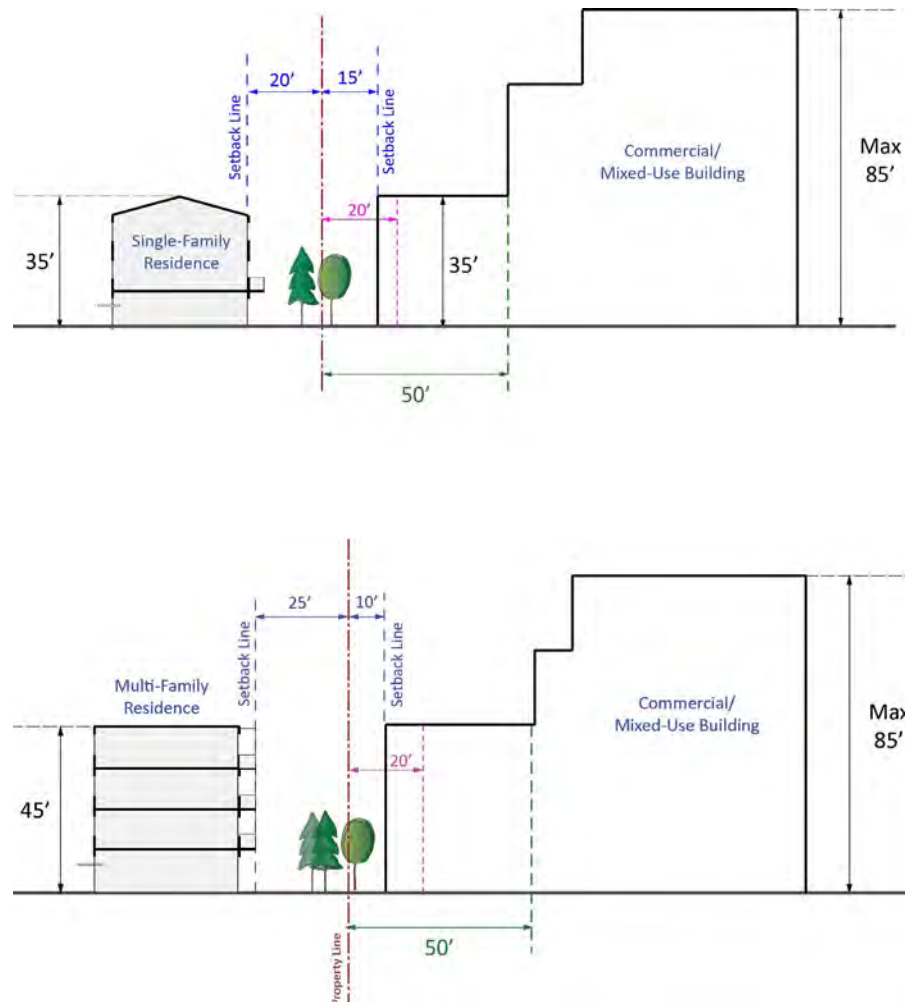
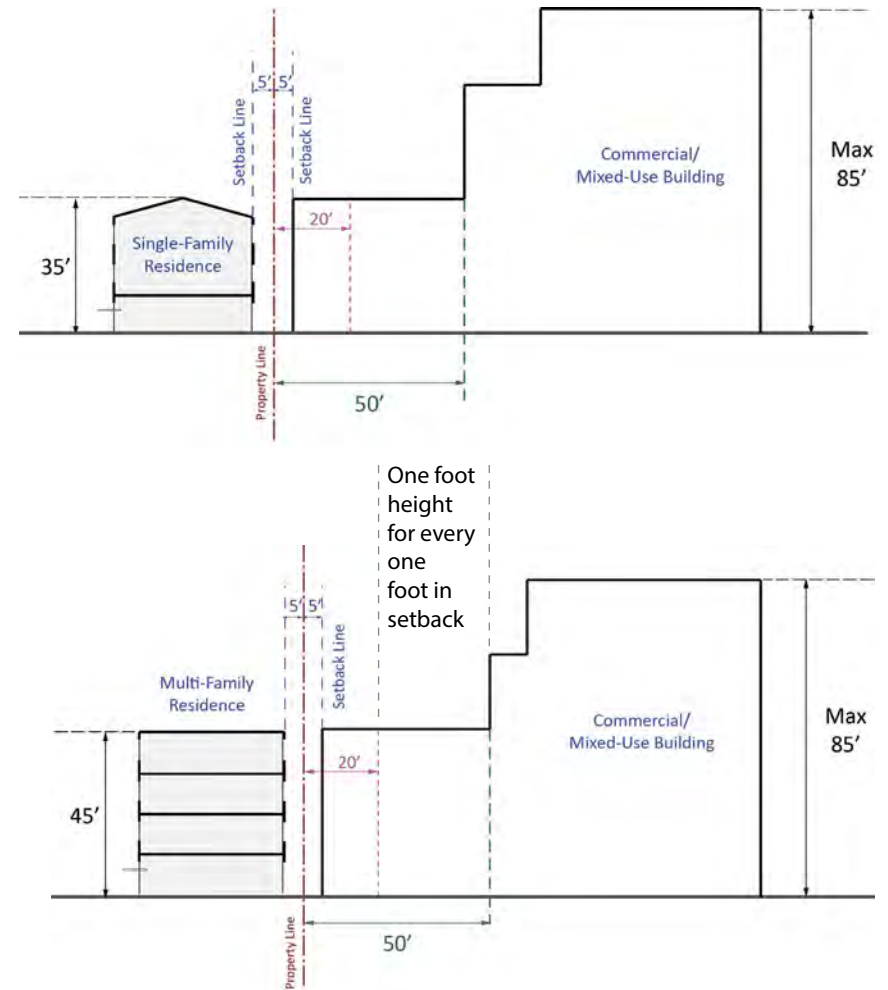


FIGURE 10: SETBACK AND TRANSITIONAL HEIGHT DIAGRAMS

REAR SETBACK



SIDE SETBACK



by using detailing, a belt course, or differing materials and fenestration.

8. New interpretations of historic building styles in The Alameda are encouraged, but to maintain the distinction between new and old buildings, new construction that imitates or mimics historic features is discouraged.

Balconies, Terraces, and Roof Top Gardens

9. Usable outdoor terraces and rooftop gardens that overlook the street and provide visual interest are encouraged.
10. Recessed and projected balconies should be introduced as part of a composition that contributes to the scale and proportion of the building facades.

Roofs

11. Roofs should be an integral part of the building design and should respond to the general design of other roofs along The Alameda and adjoining streets.
12. Parapets in buildings with flat roofs should be finished with cornices, other horizontal decoration or clean edges with no visible flashing.

Material and Color

13. Use durable and high-quality materials.
 14. Colors should be harmonious; however,
- 60

color contrast is encouraged to express architectural interest.

15. Avoid highly-reflective surfaces and materials that cause heat and/or glare for pedestrians and motorists.

Windows and Doors

16. Place windows and doors to inviting.
17. The repetition of evenly spaced, vertically-oriented and similarly-sized upper story windows creates a pattern along the street is encouraged.

Managing the Parking

18. Promote shared parking within and between sites.
19. Parking structures shall be screened along all street frontages.
20. New surface parking should not be permitted along the street frontage of The Alameda and is discouraged elsewhere throughout the Urban Village.

Parking Access and Orientation

21. Employ a variety of development techniques to visually screen parking from public view, including locating parking behind buildings, integrating structured and “tuck-under” parking into the building mass, creating below-grade parking garages, and wrapping garage

structures with functional usable spaces or decorative screens.

22. Buildings with a large frontage shall provide a pedestrian passage or corridor from any rear parking to the street.
23. Parking lots or parking structures should be located behind or under buildings and not between the sidewalk and front building façade.

▼ Example of a well-designed parking structure that incorporated ground floor retail, three traditional parts of a building, and an architectural style that integrated well into its context.



- Architectural style will be influenced by the market and the time period in which a new development is proposed. While the images shown on this page and next page are not exact examples of what might happen in The Alameda, each image does have some interesting design elements that could be inspirational for new buildings or development along The Alameda.



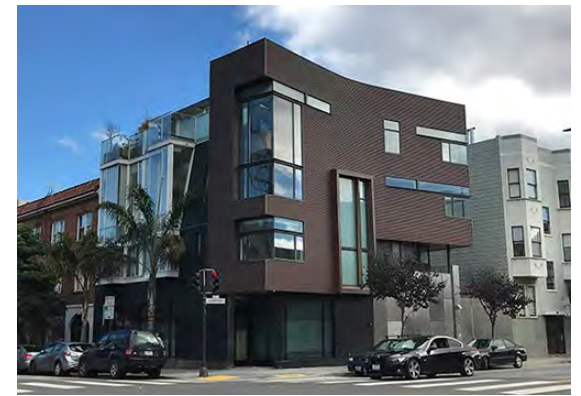
- An example of variations in facade, pedestrian-friendly ground floor retail, balconies, and proportionate size for windows.



- Three parts of a building, base, middle, and top, is evident in the buildings below. Projection and recession in facades, variations in the height, projected or recessed balconies, and awnings help to break down the scale of a building.



- Well-defined corner elements by recession, or projection, differentiation in height, transparency, and building materials. These corner elements make the entrance to the building identifiable, inviting, and human scale by breaking up the massing of the building.



5. SUSTAINABILITY

The intent of these guidelines is to improve the sustainability of new development within The Alameda Urban Village. Impacts to future resources can be minimized with energy-conservation through building design, reduced water use, stormwater management, and parking footprint reduction.

Goal UD-5: Ensure that new development in The Alameda Urban Village maintains and improves quality of life and protects the environment.

Policy UD-5-1: All projects shall be consistent with or exceed the City's Green Building, renewable energy, stormwater and trash management, Ordinance and City Council Policies, 2040 General Plan Environmental leadership section as well as State and/or regional policies.

Policy UD-5-2: Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.

GUIDELINES

Sustainable Buildings

1. Building development should integrate

passive and active sustainable design elements.

2. Incorporate building materials that are locally made, produced with minimal pollution, and create minimal adverse impacts to the environment.
3. The reuse of materials from local salvage companies and/or materials that are reclaimed during the deconstruction phase of redevelopment sites within the region is encouraged.
4. Consider life cycle heating and cooling costs for potential building materials to maximize energy conservation.
5. Select lighting fixtures to maximize energy efficiency and minimize light pollution through reduced glare, light clutter, and poorly directed lighting sources.
6. Place stairways at visible and convenient locations to encourage walking and minimize using elevators or escalators.

Energy Strategies and Carbon Footprint Reduction

7. Incorporate photovoltaic in private development to capitalize on sun exposure for reduction in energy costs.
8. Incorporate screens, ventilated windows, green roofs, shade structures, and shade trees along facades, rooftops, and surface

parking lots to minimize heat gain effects.

Stormwater Management

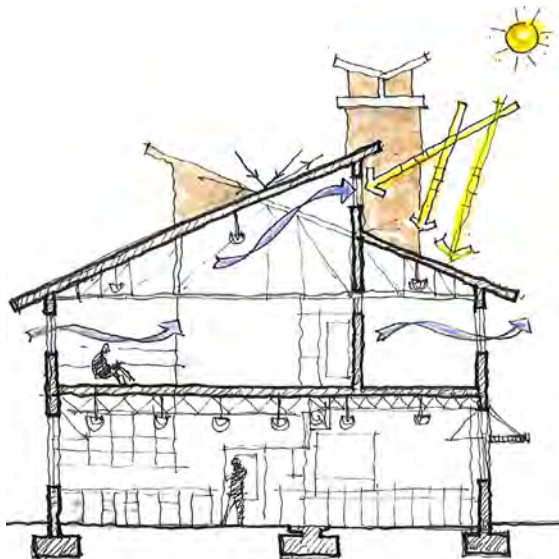
9. Require the use of native or drought-tolerant plant species that require low water usage and maintenance.
10. Design and use natural drainage such as bio-retention in on-site pocket parks and other landscaped areas to filter surface water run-off.
11. Use water permeable paving surfaces in parking lots and other paved areas to increase natural percolation and on-site drainage of stormwater.
12. Stormwater features should not be placed between sidewalks and buildings along The Alameda and on side streets.

Trash Management

13. Building owners or tenants should keep the sidewalk in front of their premises free of solid waste. Refer to Chapter 9.10.510 of the Municipal Code for more information.
14. New and redeveloped retail development should install public litter cans on private and public rights-of-way areas within 25 feet of any point of pedestrian ingress or egress and should maintain and regularly empty these litter cans.

For more in-depth policies and guidelines, refer to the following City of San José policies and guidelines:

- Envision San José 2040 General Plan, Chapter 3, Environmental Leadership.
- City of San José Stormwater Management Guidelines.
- City of San José Green Building Policies, US Green Building Council, and Build it Green websites.



6. CASE STUDY SITES

The following case study sites were identified as a part of the community outreach for The Alameda Urban Village. Conceptual buildings and site designs were then developed for each case study site to illustrate how new development could be incorporated into the Village.

1. RACE STREET CASE STUDY SITE

Urban Design Opportunities: Vibrant Community Center

This site is located on the south side of The Alameda and is a prime location for pedestrian-friendly mixed-use commercial and office space. It provides an opportunity to integrate offices and residential mixed-use, art galleries, retail, and restaurants and has the potential for a privately-owned publicly-accessible plaza and a paseo.

Urban Design Challenges

Surface parking at the corner, a wide driveway for the Flamingo Hotel, and a preschool with a surface parking lot fronting The Alameda contribute to an environment that is not pedestrian-friendly and fails to create a sense of place or continuous street wall. The blank motel façade creates a un-attractive façade for the pedestrian environment.

2. CLEAVES AVENUE CASE STUDY SITE

Urban Design Opportunities: Active Mixed-Use Community Node

This site is a great location for pedestrian-oriented mixed-use residential with active ground-floor retail along The Alameda and potential for a paseo along the southern portion of the site.

Urban Design Challenges

Surface parking at the corner of The Alameda and Cleaves Avenue creates a gap in retail facades and detracts from creating a pedestrian-friendly street wall. The blank ground-level façade along The Alameda creates an unpleasant pedestrian environment that discourages interaction between the pedestrians and the ground floor uses. The siting and layout of the parking lot prioritizes vehicular circulation over pedestrian movement.

3. WEST JULIAN STREET, THE ALAMEDA, AND KEEBLE AVENUE OPPORTUNITY SITE

Urban Design Opportunities: Community Focal Point

This site is located in the middle of the Urban Village, close to a busy intersection and a future Bus Rapid Transit (BRT) station. This location offers the opportunity to become

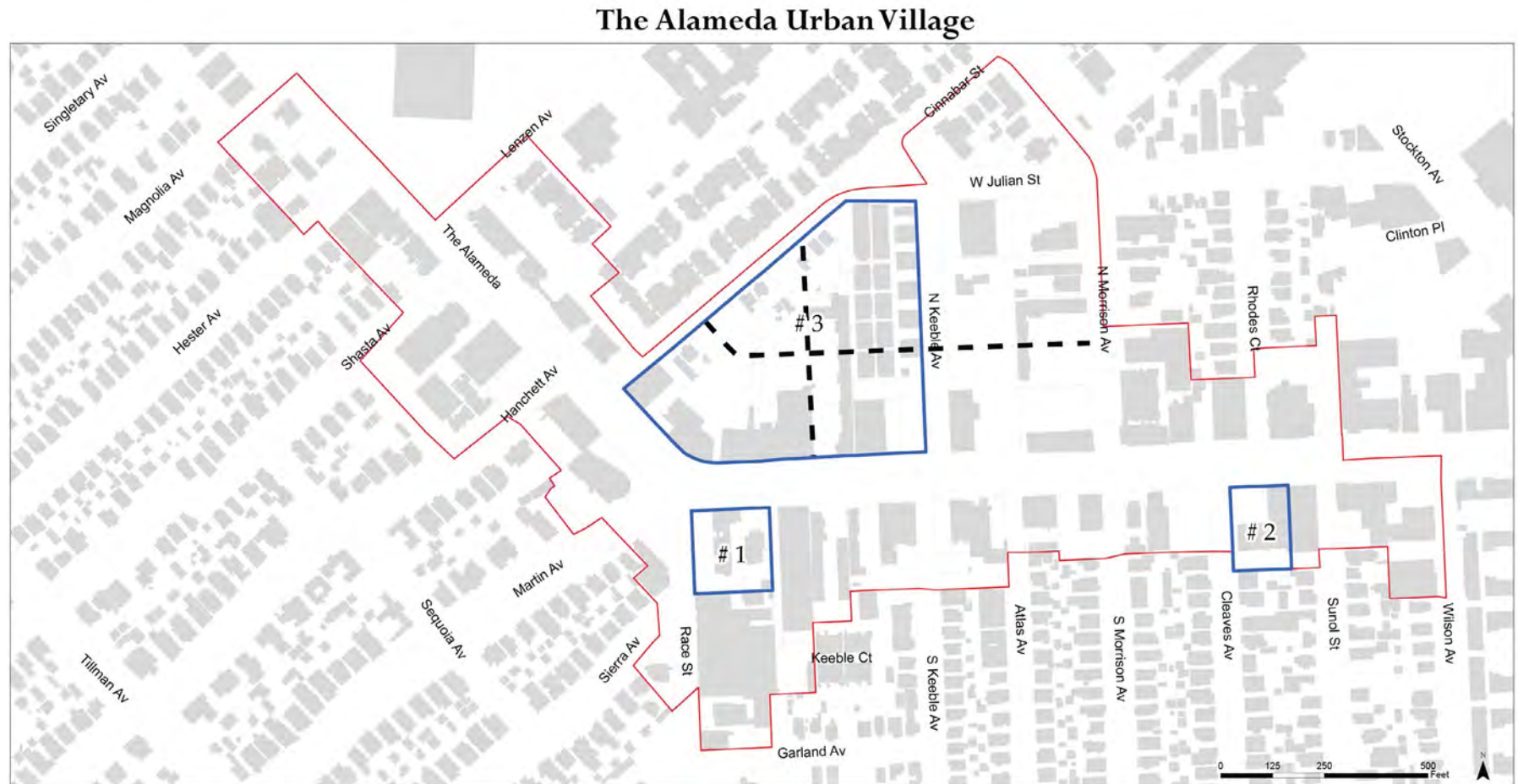
the focal point for the community – a central, unique gathering space with offices, retail, housing, restaurants, a publicly accessible plaza, paseo, and public art.

Urban Design Challenges

This site includes the Alameda Garden Apartments, single-family houses, locally-serving retail stores, a motel, auto care, and surface parking. The Rosalena Café activates the sidewalk by attracting a variety of residents and visitors.

The surface parking lot at the corner of Keeble Avenue and The Alameda creates a gap in the continuity of the retail façade along The Alameda. Numerous driveways along The Alameda and North Keeble Avenue, blank facades of garden apartments along Keeble Avenue, large surface parking areas, and segregated buildings along the West Julian Street frontage create an environment that is not pedestrian-friendly and prevents the creation of a sense of place and a destination.

FIGURE 11: CASE STUDY SITES



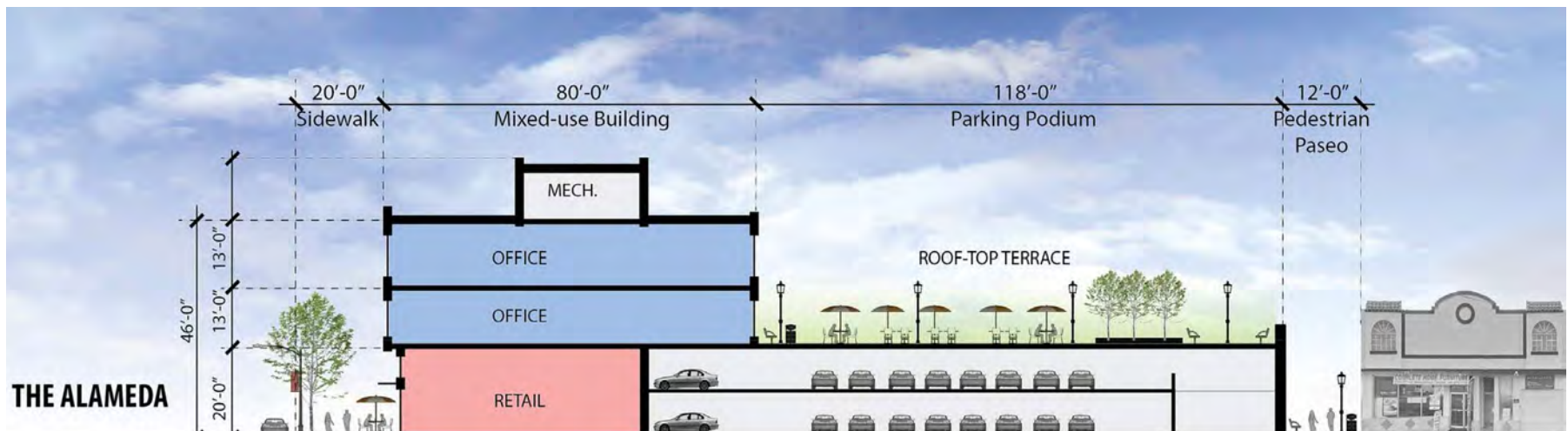
1. RACE STREET CASE STUDY SITE

2. CLEAVES AVENUE CASE STUDY SITE

3. WEST JULIAN STREET, THE ALAMEDA, AND KEEBLE AVENUE CASE STUDY SITE

1. RACE STREET CASE STUDY SITE

The following conceptual drawings are examples of how this site could be redeveloped consistent with this Plan and are not prescriptive.



View From Race Street

Image by Wallace Roberts & Todd (WRT)

2. CLEAVES AVENUE CASE STUDY SITE

The following conceptual drawings are examples of how this site could be redeveloped consistent with this Plan and are not prescriptive.

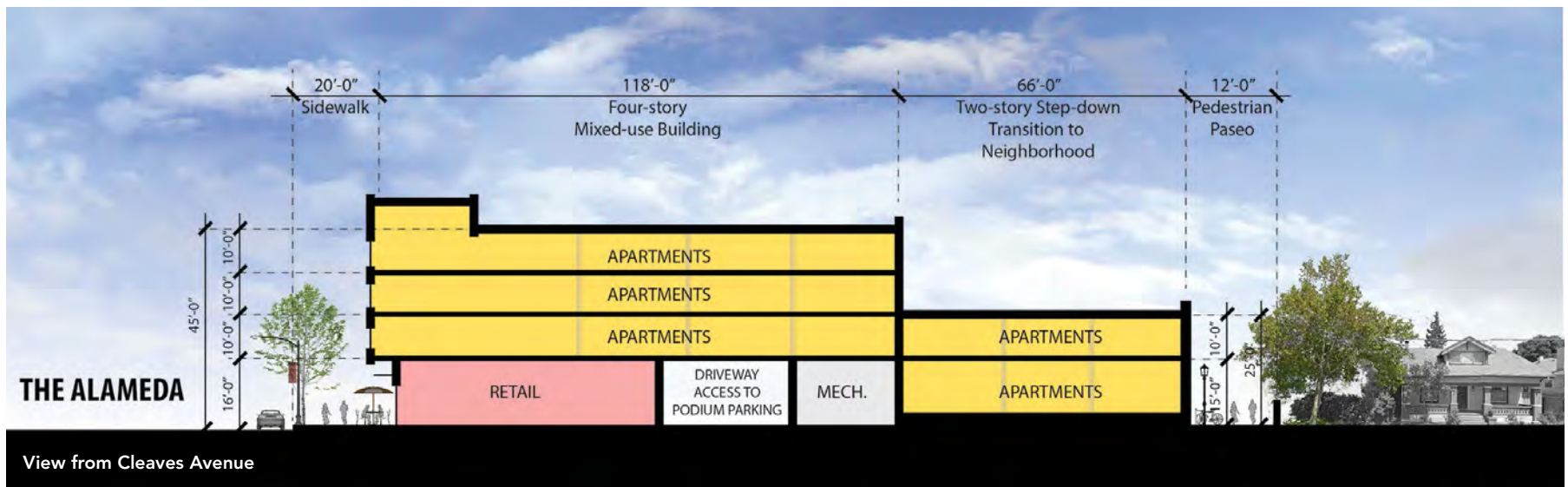


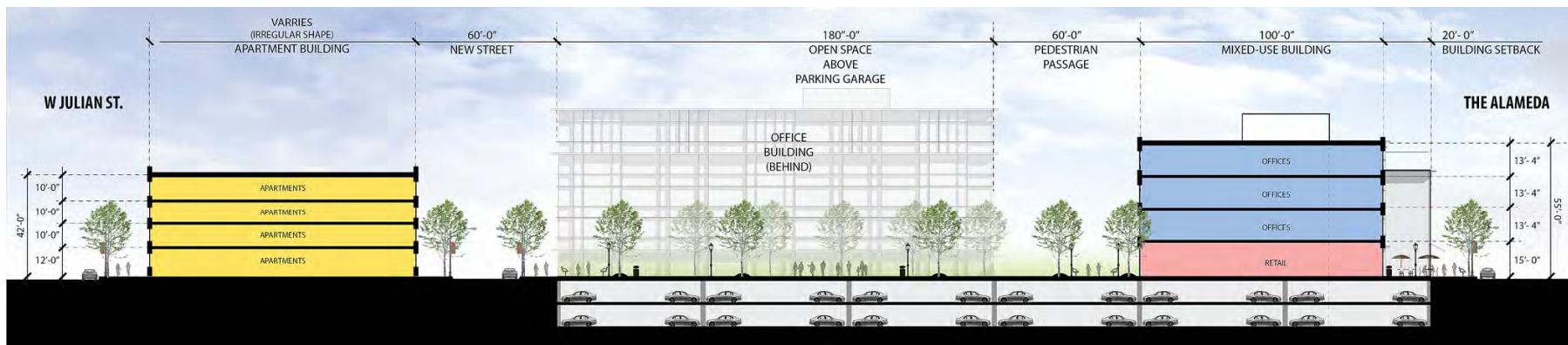
Image by Wallace Roberts & Todd (WRT)

3. WEST JULIAN STREET, THE ALAMEDA AND KEEBLE AVENUE CASE STUDY SITE (ALTERNATIVE 1)

The following conceptual drawings are examples of how this site could be redeveloped consistent with this Plan and are not prescriptive.



- To increase security and surveillance, and to emphasize that these spaces are open to the public, the publicly accessible open spaces should have a minimum of one street frontage. For this case study site, it is recommended this frontage be along North Keeble Avenue or Julian Street.



- Image by Wallace Roberts & Todd (WRT)

3. WEST JULIAN STREET, THE ALAMEDA AND KEEBLE AVENUE CASE STUDY SITE (ALTERNATIVE 2)

The following conceptual drawings are examples of how this site could be redeveloped consistent with this Plan and are not prescriptive.



SUMMARY OF URBAN DESIGN GUIDELINES

Block Size	A mid-block connection should generally be provided every 250 to 350 feet for blocks longer than 500 feet on one side.
Width Of Mid-Block Connections or Paseos	Mid-block connections and paseos should be open to the sky and no less than 20 feet wide.
Width of the Sidewalk	New development shall be built in a way to provide a 20 foot sidewalk along The Alameda and a minimum of 12 foot sidewalk (preferably 15 feet) along the adjoining streets
Setback	<p>FRONT SETBACK:</p> <p>Zero setback for nonresidential buildings.</p> <ul style="list-style-type: none"> Buildings with nonresidential uses on the ground floor shall be constructed at their front setback line as long as a minimum 20-foot sidewalk is provided along The Alameda and a 12-15-foot sidewalk along the adjoining streets at all times. Zero setback may be waived or modified upon finding that: <ul style="list-style-type: none"> Entry courtyards, plazas, outdoor eating and display areas, or other uncovered areas designed and accessible for public use are located between the setback line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area; or, The building incorporates an alternative entrance design that creates a welcoming entry feature facing the street. <p>REAR SETBACK:</p> <ul style="list-style-type: none"> Provide a 10-foot rear setback when a high-density commercial and mixed-use development abuts residential properties with the Zoning of R-M Multifamily Residence Zoning District. Provide a 15-foot rear setback when a high-density commercial and mixed-use development abuts residential properties with an R-1 Single-Family and R-2 Two-Family Residence Zoning District. A zero-foot rear setback when a high-density commercial and mixed-use development abuts nonresidential properties is allowed. <p>SIDE SETBACK:</p> <ul style="list-style-type: none"> Provide a 5-foot side setback when a high-density commercial and mixed-use development abuts residential properties with an R-1 Single-Family, R-2 Two-Family and R-M Multiple Residence Zoning District or Multifamily Use. A zero-foot rear setback when a high-density commercial and mixed-use development abuts nonresidential properties or is located at the corner of The Alameda and adjoining street is allowed.

Transitional height	<ul style="list-style-type: none"> • Provide proper height transitions between new, higher-density commercial and mixed-use development and adjacent single-family homes by using building setback, upper-story stepback, and landscaping to soften the transitions near property lines. • Maximum allowed height within 50 feet of an R-1 Single-Family and R-2 Two-Family Residence Zoning District. <ul style="list-style-type: none"> • 35 feet within 20 feet of the residentially zoned property, thereafter increasing by one foot for every one additional foot of setback. • Maximum allowed height within 50 feet of R-M Multiple Residence Zoning District or multifamily use. <ul style="list-style-type: none"> • 45 feet within 20 feet of the residentially zoned property, thereafter increasing by one foot for every one additional foot of setback.
Height of the ground floor	16-20 feet
Active ground floor use	Buildings shall be lined with active uses for 66% of linear frontage.
Ground floor space depth	50-60 feet
Minimum glazing area	At least 70% of the surface area of the façade
Elevation of first finished floor	The ground-floor level of a residential building facing a street should be a maximum of 24 inches above grade.
Building entrance	A minimum of one pedestrian building entry shall be provided to the street front for each 50 feet of residential street frontage.

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"The Fredericksburg Brewery one of the most popular businesses on The Alameda. In 1869 Gottfried Frederick Kranenberg open his first brewery in a small brick building on the corner of The Alameda and Cinnabar Street. Theodore Lenzen designed this much larger brick building in 1872".
Source: History San José

SECTION 2: HISTORIC PRESERVATION

INTRODUCTION

The Alameda, meaning the Way of Willows, has been an important part of San José's Heritage. The Alameda, also called "The Beautiful Way" or "the road of a thousand wonders" is known as California's first true road. It was originally built to connect Pueblo of San Jose with Mission Santa Clara and gradually became a major artery of transportation and commerce. This avenue was famous for its overarching willows planted by father Magin de Catalata in 1799. These willows have played an important part in the history of The Alameda from its early days.

The Alameda and its surrounding neighborhoods' rich history are appreciated in present day due to historic preservation and reuse, and efforts by groups such as The Alameda Business Association who are dedicated to documenting and celebrating the history of The Alameda. For more information on The Alameda history, refer to "The Alameda, The Beautiful Way" written by Shannon E. Clark and "Roses on Parade" written by Shannon and Allison M. Clark.

HISTORIC CHARACTER

To ensure that new development is compatible with the adjacent neighborhoods, preserves the historic character of The Alameda Urban Village, and promotes high-quality building design, this section provides the following goals, policies, guidelines, and action items. New buildings must look appropriate, as if they were designed for The Alameda and not as if they could be placed anywhere. The buildings that are identified in the historic preservation maps are either in the City of San José historic resources inventory or identified by the community as buildings or structures that need to be preserved.

Goal UD-6: Retain the historic character of the corridor.

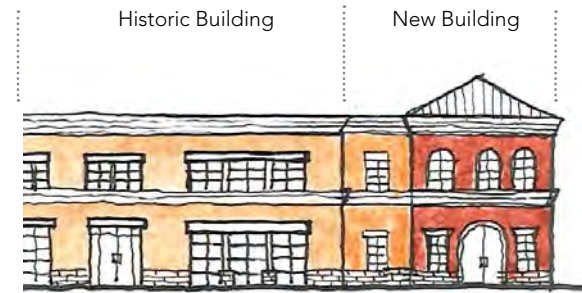
Policy UD-6.1: Strengthen the sense of place that is unique to the character of The Alameda Urban Village by preserving buildings and other elements that contribute to its historic character.

Policy UD-6.2: All public and private development shall conform to Chapter 6 of the Envision San José 2040 General Plan historic preservation policies, adopted City Council policy on Preservation of Historic Landmarks and Chapter 13.48 of the City of San José Historic Preservation Ordinance and Section 8.5 of Chapter 20.80 of the Zoning Ordinance.

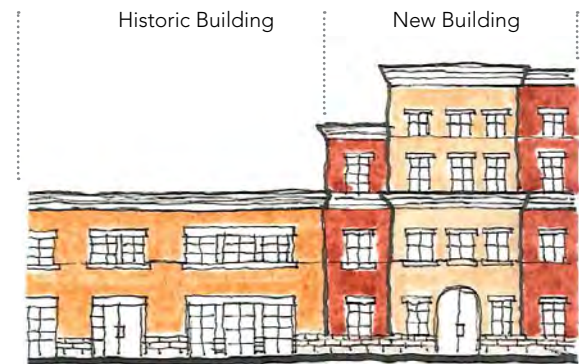
Policy UD-6.3: Ensure that new development within the Urban Village preserves and enhances the historic character of The Alameda.

Policy UD-6.4: Promote the preservation of the positive character-defining elements of The Alameda, through building and façade preservation.

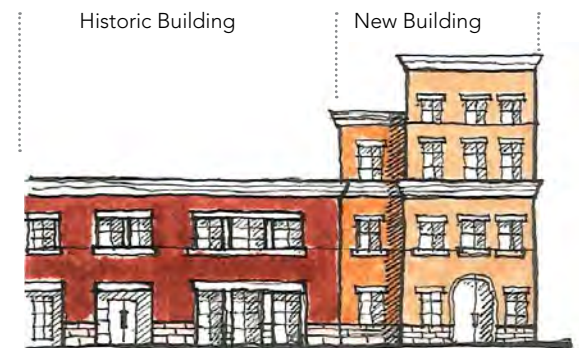
Policy UD-6.5: Preserve buildings and structures with the first priority given to



Similar proportions, details and cornice lines can provide a transition between new buildings and historic buildings.



Compatible, not similar, scale achieved through limiting size, building articulation, and shadow pattern for a new buildings in comparison to the historic buildings.



Base, mid-section, and top treatment for taller structures that provide compatibility with an adjacent historic building in The Alameda.

preserving and rehabilitating them for their historic use, and second priority to preserving and rehabilitating them for a new use.

Policy UD-6.6: All of the historic structures and buildings shown on Figure 6 Chapter 3, Historic Structures Map, shall be preserved. Some of these buildings are listed on the City's Historic Resources Inventory. Those not on the Inventory were identified by the community as important and shall also be protected.

GUIDELINES:

1. Where new buildings are built immediately adjacent to or between existing historic buildings, the design of the new buildings should respond to the existing buildings through the use of architectural elements that provide a transitional treatment between the old and the new. Such architectural treatments may include matching cornice lines, continuing a colonnade, using similar materials, and similar window/door proportions.
2. Any adaptive reuse of historically significant structures should maintain the architectural integrity and character-defining elements of the structures in respect to materials, façade treatment,

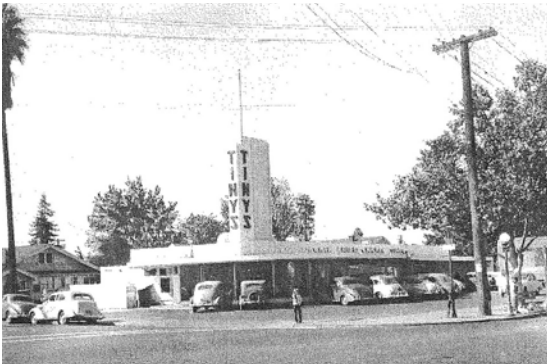
windows and door openings, rooflines, and detailing.

3. New interpretations of historic building styles in The Alameda are encouraged, but to maintain the distinction between new and old buildings, new construction that imitates or mimics historic features is discouraged.

Action Item UD-6.1: Conduct an historic resource survey of The Alameda Urban Village Plan area to augment and update previous survey efforts. Nominate qualifying buildings, structures and/or sites as City Landmarks when appropriate. Designating buildings as City Landmarks will further denote their importance to the community.

Action Item UD-6.2: Explore establishing an historic district for The Alameda Urban Village. If this district is approved, it can add several preservation, aesthetic, and economic benefits for this Urban Village.

EXISTING HISTORIC BUILDINGS OR SECTIONS OF THE ALAMEDA



Tiny's Drive-In: Corner of The Alameda and Martin Avenue, built in 1941

Source: The Alameda-Beautiful Way by Shannon Clark



Between Keeble Avenue and Race Street



Home of the Leland Cerruti Packard Dealership, the new Packard is built in 1929.

Source: The Alameda-Beautiful Way by Shannon Clark



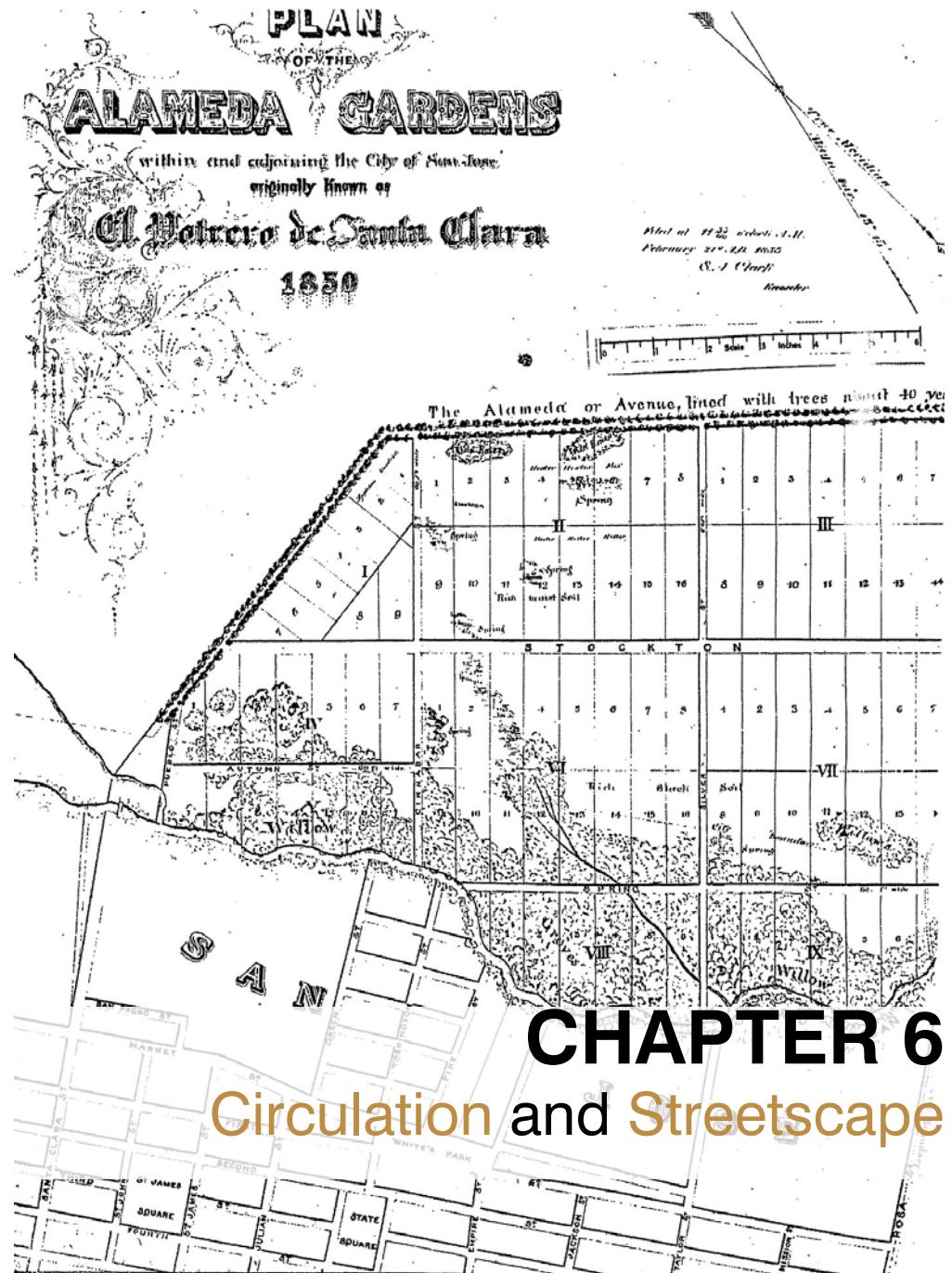
Between Lenzen and Pershing Avenue



Between Wilson Avenue and Sunol

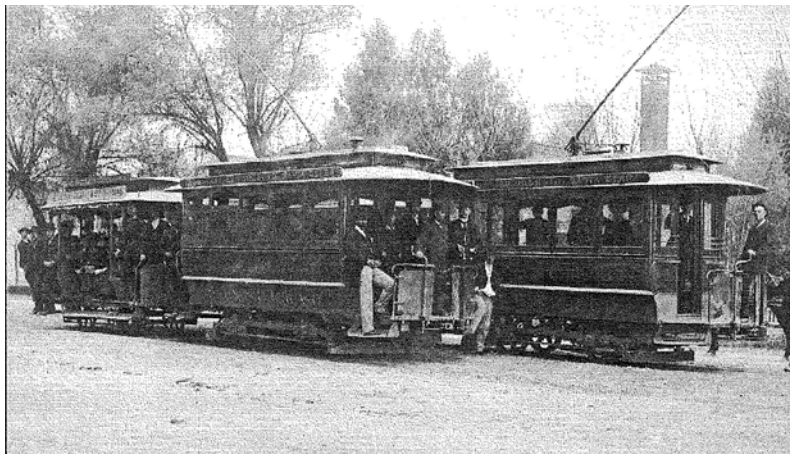


Close to the corner of Hanchett Avenue and The Alameda



Source: The Alameda-The Beautiful Way by Shannon E. Clark
First American Title Company

Source: The Alameda-The Beautiful Way by Shannon E. Clark and William A. Wulf



"Embarking on one of the handsome cars of the Electric Road we are whirled rapidly along the famous Alameda Avenue, with its leafy shade, past the homes of wealthy men, sheltered with giant trees and embowered in flowers, to a point where stirring life and bustling activity proclaimed the presence of some great enterprise."

Dorothy F. Regnery, The Battle of Santa Clara

CHAPTER 6:

CIRCULATION AND STREETScape



INTRODUCTION

The Alameda is a vital, historic corridor and a gateway into downtown San José. This Urban Village has a pedestrian-friendly environment with short blocks, wide sidewalks, mature trees, historic architecture, and a variety of destinations that makes it a great place to walk. This section builds upon these existing assets and identifies additional improvements and design elements within the public right-of-way of The Alameda and adjoining streets that, in conjunction with other chapters, will help The Alameda Urban Village to be an even more attractive place.

The Envision San José 2040 General Plan (General Plan) has identified seven Grand Boulevards as having great potential to connect city neighborhoods and to contribute to the City's overall identity through cohesive design. The Alameda is one of those Grand Boulevards. Because of their importance and location as major transportation routes, and because of the land uses they support, these Grand Boulevards play an important role in shaping the City's image for its residents, workers, and visitors and have the potential to act as major urban design elements at a citywide scale. The Grand Boulevards require extra attention and improvement, including special measures within the public right-of-way, such as enhanced landscaping, additional attractive lighting, wider and comfortable sidewalks, and identification banners.

As part of the Circulation Element of the General Plan, the City of San José looks to provide a multi-modal transportation system that balances the needs of pedestrians, bicyclists, public transit riders, automobiles, and trucks. The General Plan calls for a reduction of drive alone commuting by setting a 40 percent drive alone mode share for the year 2040. In order to reduce the amount

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of automobile travel to/from The Alameda, the Plan sets forth policies for parking and Transportation Demand Management (TDM). TDM makes more effective use of transportation networks by shifting away from single-occupant vehicle (SOV) trips to other modes during non-peak travel periods. Through the use of incentives, employer and development requirements, and other techniques, these policies will contribute toward a more efficient, high-quality, mixed-use destination. The goals and policies for the parking and TDM are described in the latter part of this chapter.

RELATIONSHIP TO OTHER DOCUMENTS

OTHER CIRCULATION AND STREETScape GUIDELINES

The City of San José Department of Transportation (DOT) recognizes the National Association of City Transportation Officials (NACTO) Urban Streets Design Guidelines and is also in the process of preparing City of San José Complete Streets Design Guidelines. These two sources, along with the American Association of State Highway and Transportation Officials (AASHTO) guidelines will be used in addition to this

chapter and *The Alameda-A Plan for the Beautiful Way* guidelines for future streetscape improvements for The Alameda Urban Village.

THE ALAMEDA – A PLAN FOR THE BEAUTIFUL WAY

The document, *The Alameda - A Plan for the Beautiful Way*, was prepared with the active participation of the community, including area residents, property and business owners, and City of San José Redevelopment Agency staff. This Plan articulates the community's vision for the enhancement and continued revitalization of this corridor by laying out streetscape concepts, such as landscaped medians and enhanced crosswalks.

Some of the desired streetscape improvements contained in this Plan were constructed through a grant that the City received from the Metropolitan Transportation

Commission (MTC).

Phase 1 of these improvements was completed in October of 2014. These improvements included pedestrian crosswalks, bulb-outs, ADA ramps, a raised median with trees, pedestrian refuges, lighting, traffic signal modifications, and street repaving along The Alameda from Stockton Avenue to Fremont Street. Irrigation systems were installed in the raised medians. This irrigation system was designed to support additional landscaping in the future should a maintenance district be created.

Phase 2 of The Plan implementation extends from Fremont Street to Interstate 880 and is expected to be finished by December 2016. The future Phase 2 project will incorporate the same approach for the new medians.



Median landscaping as part of the improvements along The Alameda

SCOPE OF THIS CHAPTER

The Alameda Urban Village Plan supports implementation of the improvements that were included in *The Alameda - A Plan for the Beautiful Way* but were not realized through the \$3.9 million grant from MTC completed in October 2014. It also provides additional goals, policies, guidelines, and action items that were not addressed in *The Alameda-A Plan for Beautiful Way*.

Many of the concepts discussed in this Plan would require establishing a Business Improvement District (BID) for funding and maintaining the improvements along The Alameda. The BID would be funded by property and/or business owners.

STREETSCAPE IMPROVEMENTS

1. SIDEWALK ZONES

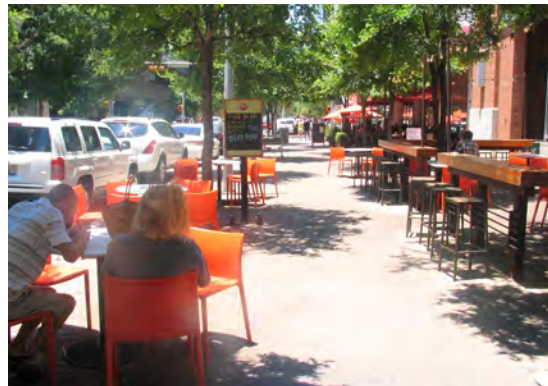
In order to ensure easy building access, a pedestrian-friendly environment, and to encourage an orderly layout of street elements, the sidewalk has been divided into three functional longitudinal zones. The following are the goal, policies, and guidelines for these goals.



▲ Curb Zone Activation with temporary furniture
Above: The Alameda; Below: Santana Row



▲ Building Frontage Zone Activation with Sidewalk Cafés and Curb Zone Activation with temporary furniture, downtown Austin, Texas



Sidewalk Zones: Lincoln Avenue, Willow Glen, San José

Sidewalk Zones Diagram

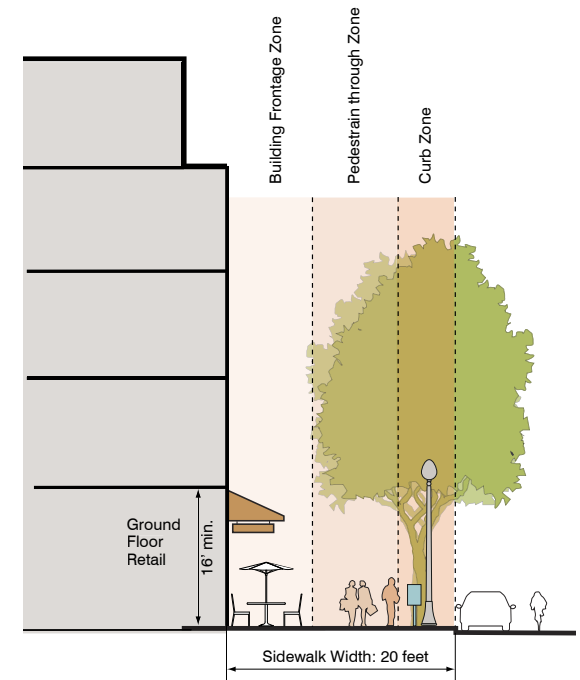
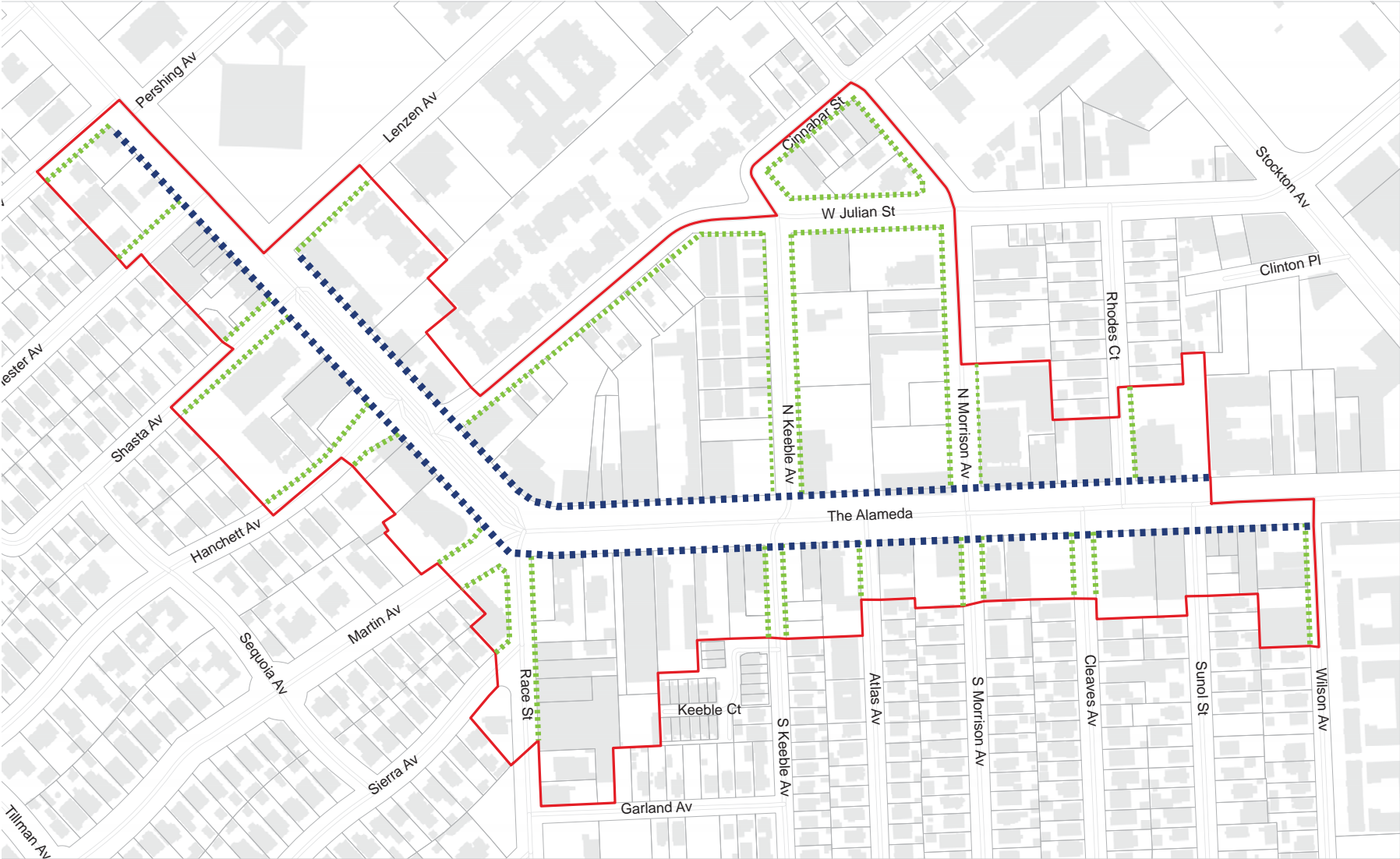


FIGURE 12: SIDEWALK WIDTH MAP



- Minimum 20-foot sidewalk
- Minimum 12-foot sidewalk (prefer 15 feet)



FIGURE 13: PEDESTRIAN AND BIKE CONNECTION TO DIRIDON STATION

The Alameda Urban Village Plan encourages the bike and pedestrian connections suggested in the Diridon Station Area Plan, adopted by the City Council in 2013.

FIGURE 2-6-7: WALKING CONNECTIONS



FIGURE 2-6-7: WALKING CONNECTIONS



Goal CS-1: Strengthen the sense of place and improve the economic vitality of The Alameda by supporting streetscape improvements that respond to the unique identity of The Alameda.

Policy CS-1.1: All new development along The Alameda shall provide a 20-foot wide sidewalk along The Alameda. Where the existing sidewalk is not 20 feet, a dedication would be required.

Policy CS-1.2: This Plan supports the adoption of a maintenance district by the business owners along The Alameda to ensure the ongoing maintenance and liability insurance of the streetscape elements in the sidewalk zone.

SIDEWALK ZONES GUIDELINES:

(See sidewalk Zone Diagram on page 81)

- 1. Curb Zone:** To have an activated sidewalk edge and to increase a sense of place and human-scale, this Plan encourages the restaurants and cafés in The Alameda to place their seats and tables in the “Curb Zone.”
- 2. Pedestrian-through Zone:** The “Pedestrian-through Zone” should keep a

clear, safe, and accessible pedestrian path of travel of five feet for streets adjoining The Alameda and six to seven feet for The Alameda.

- 3. Building Frontage Zone:** This Plan encourages public display of store merchandise in the “Building Frontage Zone” as well as placement of planting pots and the use of sidewalk cafés. For more information refer to the City of San José Sidewalk Café Ordinance.

STREET FURNITURE DESIGN GUIDELINES FOR BUILDING AND CURB ZONES:

- Streetscape furniture should have a design expression that is historic in character, yet comfortable in order to relate to the historic, yet eclectic character of The Alameda.
- Identify design elements that can apply throughout the corridor to ensure that it has a continuous identity that reinforces its image as a grand boulevard, special and unique in the entire Bay Area.
- To the extent possible, use streetscape elements that generally relate to one another as a “family” in design expression



Sidewalk Zone Activation, Residential Streets

and to other streetscape elements such as pedestrian lighting.

4. Encourage artists to participate in designing unique streetscape elements for storefronts.
5. Streetscape elements shall be durable, easily maintained and replaced, and be constructed of recycled materials where possible.
6. Sidewalk planter pots are recommended only if maintained by adjacent business/property owners. They shall be moveable (not permanently installed in the sidewalk), yet large and durable enough not to be prone to easy removal by vandals.
7. This Plan recommends moveable streetscape furniture that can easily be used by pedestrians.
8. Install streetscape furniture in locations with appropriate distance from other streetscape elements, such as curbs, driveways, curb ramps, curb cuts, fire hydrants, utility valves, utility boxes, street light poles, parking meters, and trees.

For more information on street furnishing, refer to the pages 3.30 to 3.39 of *The*



Sidewalk activation with public display of merchandise, Whole Foods Market, The Alameda, San José



Bike racks at both entrances to the Whole Foods Market, The Alameda, San José



Sidewalk activation by using welcome signs for restaurants, Seattle



Curb Zone activation with planter boxes, Santana Row, San José



Movable planter boxes at a Curb Zone, Santana Row, San José



Creative temporary edge between the sidewalk and outdoor dining area, Fremont neighborhood, Seattle

Alameda- A Plan for the Beautiful Way and refer to for full description of benches, lighting, trash drains, newspaper racks, bicycle racks, and bollards.

Action item CS-1: This Plan recommends comprehensive streetscape elements and a logo that is derived from the historic character of The Alameda, such as a Willow or Sycamore tree, that can be repeated in different parts of the elements. It also recommends forming a Business Improvement District or a Maintenance District to pay for the design and maintenance of the elements.



Source: *The Alameda-A Plan for the Beautiful Way*, recommended bench

2. CROSSWALKS

As part of Phase 2 of the implementation of *The Alameda-A Plan for the Beautiful Way*, the crosswalks along The Alameda will be installed as ladder type for mid-block and uncontrolled intersection crosswalks and continental (with added stop bars at five feet) for signalized



Combining art into crosswalks, colorful piano key crosswalks; Image Source: MIG

intersections from Stockton to Fremont Avenue. Adjustments will be added to The Alameda Phase 1 to reflect the above.

Goal CS-2: Enhance the walkability of The Alameda Urban Village by designing a more attractive and pedestrian-friendly environment.

Policy CS-2.1: Facilitate convenient pedestrian crossings by improving street intersections through the installation of enhanced crosswalk markings, pedestrian-activated signals, pedestrian refuge islands, and other improvements.

Action CS-2: Install piano key and colorful crosswalks for key intersections and other additional improvements where funds are available.

3. PUBLIC RIGHT-OF-WAY ACTIVITY

This Plan encourages bringing more street life and activity to the public realm on The Alameda through a variety of street and sidewalk activation strategies.

Goal CS-3: To help the existing and future businesses thrive in The Alameda and to create a pedestrian environment appealing to a variety of people, activate the public Right-of-Way.

Policy CS-3.1: Facilitate the inclusion of temporary market areas for vendors, including food trucks and retail kiosks, and in parking lanes to encourage commerce within the public right-of-way.



Street Activation, Third Street Promenade, Santa Monica

Policy CS-3.2: Encourage vibrant sidewalks with a variety of activities, including mobile street vending, sidewalk flower sales, fruit and vegetable sales, outdoor dining, and periodic sidewalk display of retail merchandise.

GUIDELINES

1. Use publicly-accessible paseos and mid-block connections as a creative way to activate the streets and increase permeability.

Action CS-3: Build on the success of The Alameda street parades and close the street to automobiles for specific hours, opening it only to bicyclist, pedestrians, and other users a few times a year to bring more life to this corridor.

4. GREEN STREETS: STREET TREES, LANDSCAPING, TRASH, AND STORMWATER MANAGEMENT

To create a viable green street for The Alameda that demonstrates Low Impact Development (LID) features, the following goals, policies, and guidelines are provided. It is anticipated that each new development would contribute to a viable green street that demonstrates LID features retrofitted to an existing street.

Goal CS-4: Contribute to greenhouse gas reduction and sustainability goals of the Envision San José 2040 General Plan by planning for green streets.

STREET TREES

The large, mature Sycamore street trees are perhaps the strongest single streetscape element that gives The Alameda its unique character. These trees contribute greatly to the walkability of The Alameda. They form a broad canopy over the roadway and sidewalks that create dappled sunlight and provide shade.

Policy CS-4.1: To the extent possible, any proposed project should save the trees on The Alameda. No heritage tree shall be removed on The Alameda.

GUIDELINE

1. New Sycamore trees should be planted where trees are missing or where there is a break in the line of trees. To the extent feasible, when there is a need for replacement trees, new Sycamore trees should be planted.

Action CS-4.1: This Plan requires the adoption of a maintenance district by the business owners along The Alameda to ensure the

ongoing maintenance and liability insurance of plants in the sidewalk and street median.

LANDSCAPING

This section is derived from *The Alameda, A Plan for the Beautiful Way*.

ACCENT PLANTING

Flowering accent trees ornamental shrubs, grasses, and ground covers may be used at key locations and neighborhood gateways. Design criteria for the selection of the flowering accent tree species is:

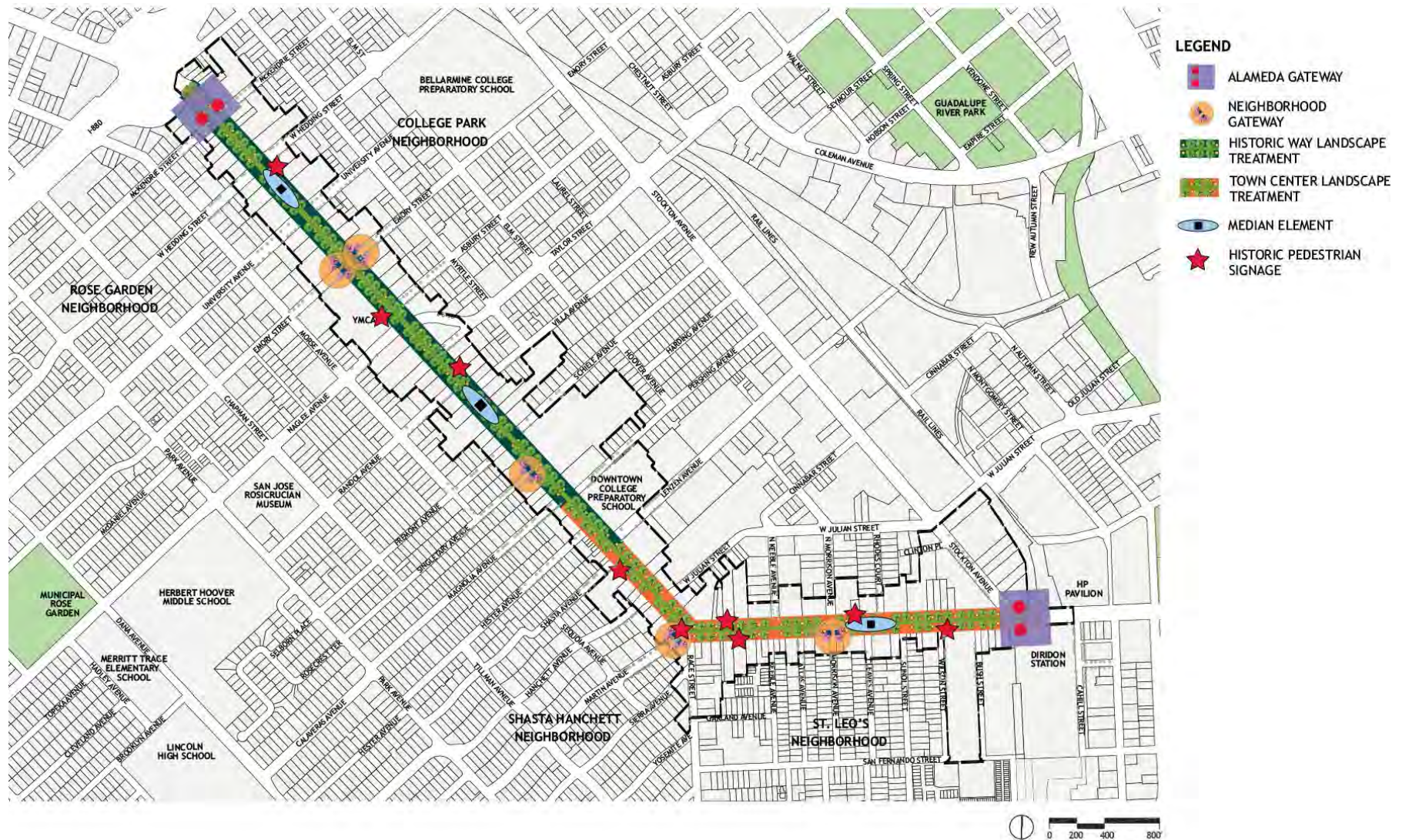
- Small residential-scale tree; attractive in all seasons with spring flowers.

Tree species to consider in the detailed design:

- **Arbutus unedo* (Strawberry Tree); *Cercis canadensis* (Eastern Redbud); *Lagerstroemia indica* (Crape Myrtle *Malus* -fireblight resistant varieties only (Crabapple); *Olea europaea* ('Swan Hill', Fruitless European Olive); **Prunus cerasifera* (Purple-Leaf Plum); **Prunus serrulata* ('Kwanzan', Flowering Cherry)

Plants with "*" are not on the list of City of San José Public Works plants.

FIGURE 14: LANDSCAPE CONCEPT PLAN



From *The Alameda- A Plan for the Beautiful Way*, April 2010

Shrub, groundcover, and ornamental grass species to be considered for accent planting at key locations, including The Alameda gateway and neighborhood gateways, includes the median planting list above plus:

- Calamagrostis x acutiflora ('Karl Foerster', Reed Grass); Chaenomeles ('Jet Trail', White Flowering Quince); Dietes vegeta (Fortnight Lily); *Festuca ovina ('Glaucia', Blue Fescue); Lavandula angustifolia (English Lavender; Phormium tenax (New Zealand Flax; Rosa Pink Meidiland (Pink Meidiland Rose); Salvia spp (Sages); *Vinca minor ('Bowles', Dwarf Periwinkle).

Plants with "*" are not in the list of City of San José Public Works plants.

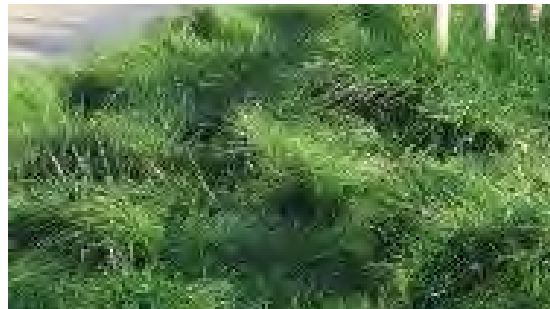
MEDIAN PLANTING

The ground plane median planting will consist of small, drought-tolerant, evergreen shrubs that flower and require little maintenance and water.

Continuous green planting will provide uniform color and texture along The Alameda. Initial design criteria for selection of median planting include:



- ▲ Lavender, grasses, and Olive trees are complementary plants that could be used in accent areas.
- ▼ Red Fescue is a good alternative to lawn.



- ▲ Cistus 'Sunset'
- ▼ Cotoneaster dammeri



- Evergreen shrubs with 30 inch height to allow drivers and pedestrians to see one another, particularly at intersections.
- Low maintenance
- Spring flowers
- Interest throughout the seasons

Species to be considered for consistent median planting include:

- Ceanothus griseus horizontalis (Carmel Creeper); Cistus hybridus (White Rockrose); Myoporum parvifolia (Myoporum)

Accent trees may occur at special locations in the median, such as at neighborhood gateways, where the same tree might be used in the sidewalk.

STORMWATER MANAGEMENT

This plan encourages a variety of stormwater management techniques for the adjoining streets to The Alameda such as bioretention cells, flow-through planters, and pervious pavement. These techniques shall be in conformance with the City of San José's stormwater management policies.



Green Streets: Stormwater Management in the Curb Zone, Seattle

Policy CS-4.2: Require the incorporation of stormwater runoff treatment (green infrastructure) into the public right-of-way (such as along sidewalks, in medians, bulb-outs, parks, and plazas) as part of public improvements to the maximum extent practicable. Allow centralized/regional stormwater treatment facilities as an alternative approach.

TRASH MANAGEMENT

Policy CS-4.3: Incorporate street sweeping and adjust parking times to accommodate adequate access and trash removal.

Policy CS-4.4: Require installation of full trash capture devices (i.e. hydrodynamic separators) to prevent trash originating from the Urban Village from passing through the storm sewer system to local waterways.

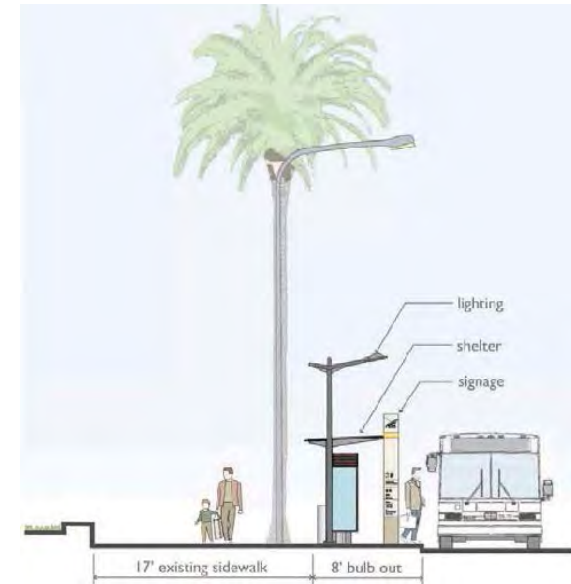
Action CS-4.2: Require an established Business Improvement District to fund litter removal and street cleaning.

5. TRANSIT STATIONS

The proposed Bus Rapid Transit (BRT) stations are to be located near the intersection of West Julian Street and Hanchett Avenue. The exact locations and the design of the stations are to be determined by the Santa Clara Valley

Transportation Authority (VTA).

At the time of the adoption of The Alameda Urban Village Plan, the planned El Camino Real BRT Project will not have a dedicated

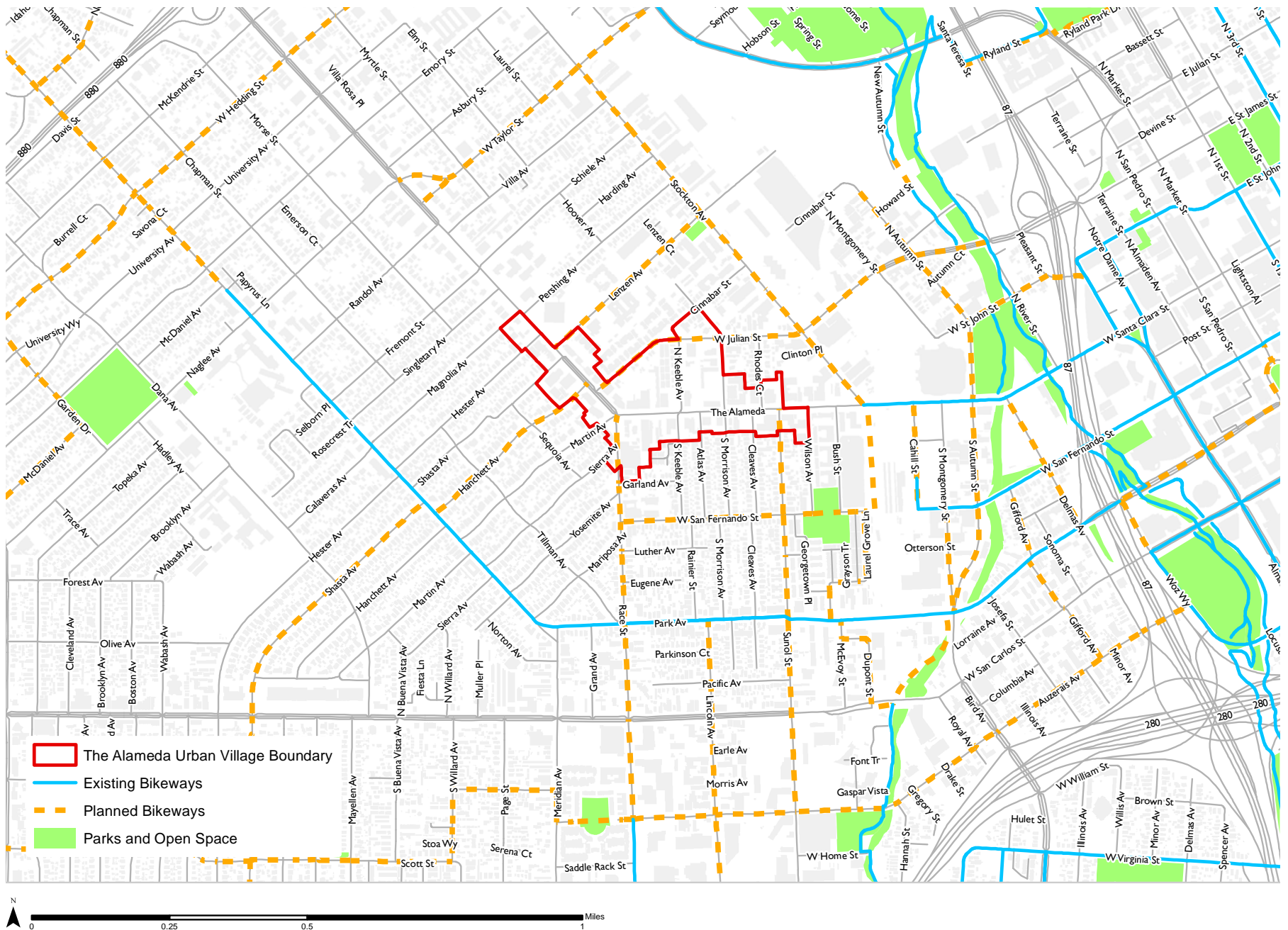


Typical Side Running Station Cross Section
Source: PAM, 2004



Bus shelter in Mountain View, CA is designed to complement other street furnishings and lighting, creating a sense of place.

FIGURE 15: BIKEWAY MAP



lane in the City of San José and will have a mixed-flow travel configuration. In a mixed-flow configuration, the BRT vehicle will operate in the right lane similar to the 522 Rapid Bus does today except it will use curb bulb-out stations instead of curbside stations. Curb bulb-out stations are extensions of the sidewalk that displace adjacent on-street parking and bring the curb to the edge of the travel lane. At this time, instead of pulling over to the curb, the BRT vehicle would stop in the travel lane to pick up passengers.

Goal CS-5: New stations should fit with the character of The Alameda.

Policy CS-5.1: New transit stations should be configured to respect the pedestrian friendliness and historic character of The Alameda and, to the extent possible, preserve the trees along The Alameda.

GUIDELINES:

1. Integrate street amenities with transit stations, including wayfinding signs, trash cans, planter boxes, public art, and shading structures to enhance the experience of passengers.
2. Provide bicycle parking in prominent

and secure locations near planned BRT stations.

3. Design the stations to fit the historic and the pedestrian-oriented character of The Alameda, integrate public art with the station design, and design short platforms to have minimum impact to the streetscape of this corridor.
4. Construct bulb-outs for the planned BRT stations in The Alameda. Bulb-outs will create shorter distances for pedestrians to cross the street, will prevent cutting the historic trees on the Alameda, and will help to accommodate shorter bus stations that fit the historic character of The Alameda.

Action Item CS-5.1: City staff should work with VTA to create BRT stations that enhance riders' experience, reflect the pedestrian-friendly character of The Alameda, and provide useful information and wayfinding.

6. BICYCLE FACILITIES AND PARKING

This Plan does not suggest bicycle circulation improvements within The Alameda because there is not sufficient right-of-way along this

corridor to accommodate enhanced bicycle facilities, particularly with the planned BRT project. As an alternative for bicyclist traveling in an east-west direction, the following facilities exist or are planned:

West Julian Street and Stockton

DOT constructed bike lanes on West Julian Street between The Alameda and Stockton in 2015 and will extend those bike lanes to Almaden Boulevard by 2017. Also, bike lanes were constructed on Stockton Avenue connecting The Alameda to Emory Street in 2015.

San Fernando

Bicyclists can take the bike-friendly street on West San Fernando Street east of Diridon Station or existing buffered bike lanes on West San Fernando Street, west of Diridon Station to connect to downtown San José.

Santa Clara Street

Bike Lanes exist on Santa Clara Street and connect the Diridon Transit Center at Cahill Street with existing Almaden Boulevard bike lanes.

Park Avenue

DOT will install continuous, green buffered

bike lanes on Park Avenue between Market Street and the Santa Clara City limit by 2017.

St. John Street

In 2017, DOT will build continuous bikeway between Montgomery and Market Street on St. John Street; this project will connect the Guadalupe River Trail to the SAP Center and San Pedro Square. There will be a cycle track that allows bikes to ride against traffic for a short one-way stretch from the west side of highway 87 to the south side of W. St. John Street between Almaden Boulevard and Notre Dame Avenue.

BIKE PARKING IN THE PUBLIC RIGHT-OF-WAY

Bike parking is recommended to be considered in areas of demand, including at local businesses, BRT stops, and other transit areas and destinations.

BIKE PARKING AND BIKE SHARE PROGRAM FOR NEW DEVELOPMENT

Policy CS-6.1: All development shall conform to San José Municipal Code Section 20.90.190 and 20.90.195 for bike parking requirements.

Policy CS-6.2: Where applicable, provide in-unit bike storage, BikeLink card (regional

locker and bike station network), bike share station on site, and bike share memberships.

7. PARKING

Parking Management combined with management of transportation resources through Transportation Demand Management (TDM) strategies will make the most efficient use of transportation networks, help to achieve city-wide reduction of Single Occupant Vehicle (SOV) drive alone rates, and reduce congestion.

Goal CS-7: Effectively manage the supply and demand for parking to ensure a sufficient amount of parking to meet the needs of businesses and residents, while ensuring that an oversupply of parking is not promoted.

PARKING REQUIREMENT

Policy CS-7.1: All projects shall comply with Part 1 and 2 of San José Municipal Code Chapter 20.90 for vehicle parking requirements and Part 2.5 for bicycle parking requirements.

Policy CS-7.2: All parking provided as part of a project shall be consistent with Policy UD-3.3 and the related guidelines of Chapter 5, Urban Design and Historic Preservation Chapter.

PARKING REDUCTION

Policy CS-7.3: New developments shall use the 20 percent parking reduction, and are strongly encouraged to use the 50 percent parking reduction, allowed for Urban Villages under Municipal Code Section 20.90.220.

Policy CS-7.4: New residential and non-residential development shall not provide parking over the parking ratio allowed by the Municipal Code.

SHARED PARKING

Policy CS-7.5: Private property owners are encouraged to share underutilized parking areas with the general public and/or other adjacent private developments.

UNBUNDLED PARKING

Policy CS-7.6: New and existing development is encouraged to unbundle private off-street parking so that the sale or rental price of a parking space is separated from the rental or sale price for a residential unit or from nonresidential building square footage.

PARKING CASH OUT

Policy CS-7.7: Employers should utilize “parking cash out,” whereby employees who choose not to drive are offered the cash value of any employee parking subsidy, to be used

towards commuting to work by other means. Employers with 50 or more employees should provide parking cash out to their employees.

PARKING ACTIONS

Parking Improvement Districts

Action Item CS-7.1: Eliminate parking requirements for small properties in The Alameda Urban Village where parking requirements make it difficult for these sites to develop.

Action Item CS-7.2: After significant new development occurs along the corridor, work with residents and property and business owners to explore installing parking meters along The Alameda, as well as along the portions of the cross streets within the Urban Village boundary.

Action Item CS-7.3: With the installation of parking meters in The Alameda Urban Village, work with property and business owners to explore establishment of a Parking Improvement District and identify ways to manage and spend parking revenue within the District.

Action Item CS-7.4: As funding opportunities arise, proactively install bicycle parking on the

sidewalk in the public right-of-way in front of existing development.

8. TRANSPORTATION DEMAND MANAGEMENT

Goal CS-8: Develop and implement effective Transportation Demand Management (TDM) strategies and programs through new development to minimize vehicle trips and vehicle miles traveled and increase the use of existing or planned transit close to this Urban Village.

Policy CS-8.1: New development shall utilize TDM strategies and programs. TDM strategies should include car sharing, bike sharing, guaranteed ride home, transit passes, carshare, clipper card cash, shuttle service, travel concierge, and marketing and education for residents. New development with at least 50 employees or 50 dwelling units shall provide TDM programs.

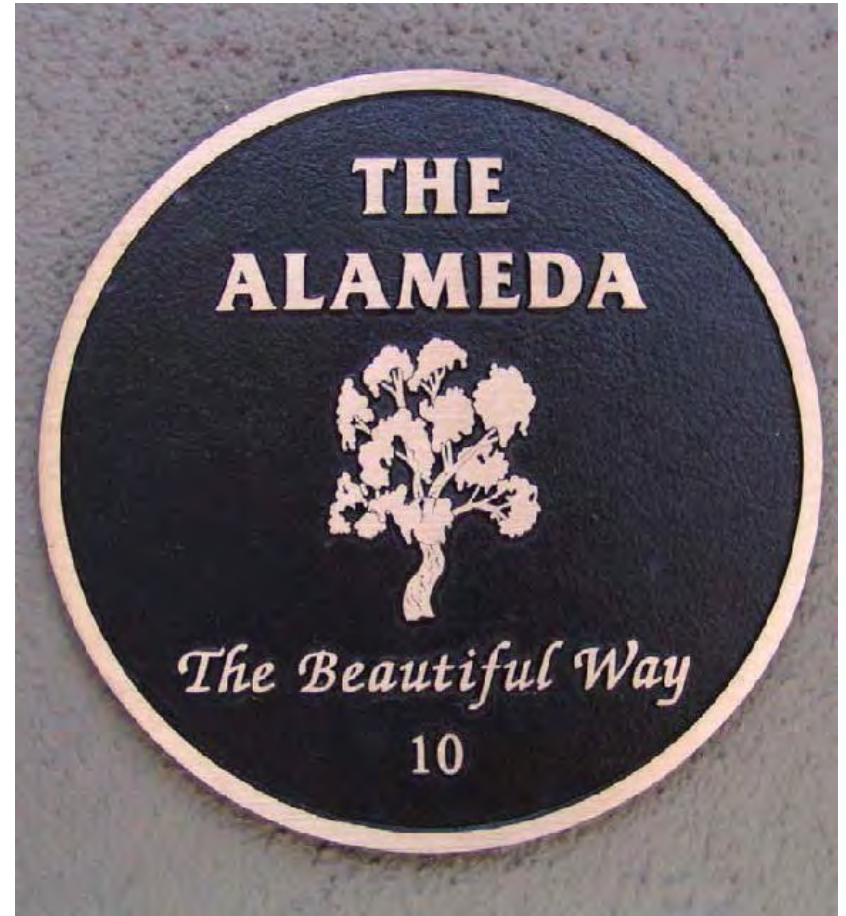
TRANSIT PASS

Policy CS-8.2: All residential projects shall consider transit fare incentives to residents of the development, such as free or discounted transit passes on a continuing basis. New development with at least 50 dwelling units should provide transit passes to the residents.

Policy CS-8.3: In Projects that incorporate non-residential use, employers should offer an employer-paid transit pass to employees who choose to use public transit. New development with at least 50 employees should provide transit passes to the employees.

Policy CS-8.4: In lieu of the transit pass, the requirement may also be satisfied by a reimbursement program allowing employees to pay for other transit passes or employer reimbursement for equivalent vanpool charges.

For a complete list of Transportation Demand Management and Parking Strategies, refer to Chapter 6 of the General Plan.



CHAPTER 7

Wayfinding and Community Identification Signs

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CHAPTER 7:

WAYFINDING AND COMMUNITY IDENTIFICATION SIGNS

INTRODUCTION

This Plan supports the development of a comprehensive wayfinding and community identification sign system for The Alameda Urban Village. It also recommends that this comprehensive sign system have a logo that is derived from the historic character of The Alameda that can be repeated in different parts of the comprehensive sign system.

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Types of Signs	99

Goal W-1: Develop a comprehensive sign system that reinforces the historic and cultural identity of The Alameda and brings a uniform, recognizable look to this Urban Village.

Policy W-1.1: Design and implement a comprehensive wayfinding and community identification sign system that is unique to the history and cultural identity of The Alameda and differentiates it from the rest of the City.

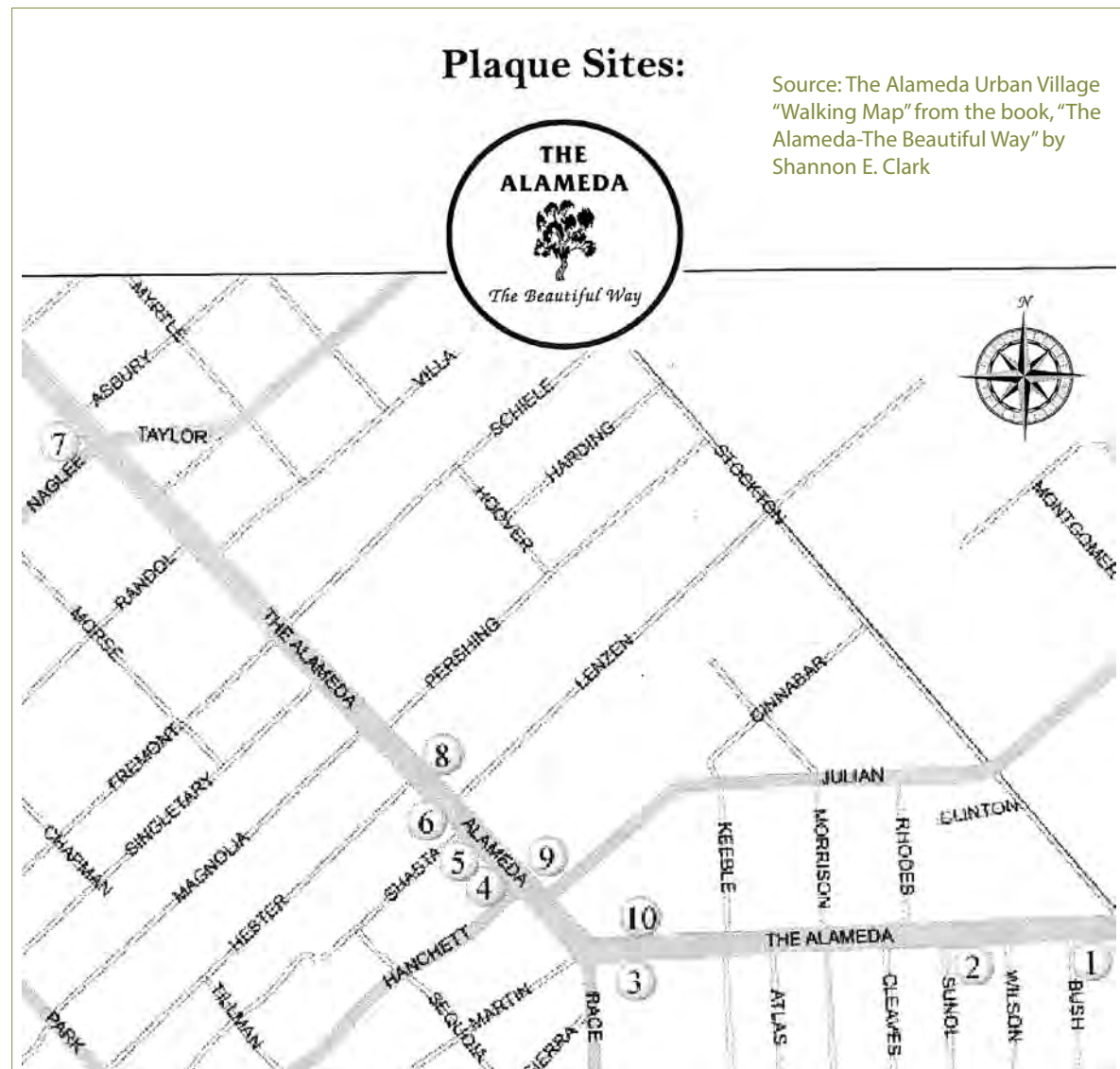
Policy W-1.2: Encourage a pedestrian-friendly environment by providing optimally-placed and reassuring wayfinding system throughout The Alameda Urban Village.

Policy W-1.3: Wayfinding and community identification signs design should reflect the art and history of The Alameda.

GENERAL GUIDELINES

1. Signs should all be designed consistent with the comprehensive wayfinding and community identification sign system.
2. Each sign should have an objective, rationale, content, illumination, and material plan.

3. Use a distinctive color scheme that will be associated with each of the categories of the sign system; within a series of size/content sign options to be selected based on site conditions.



TYPES OF SIGNS:

Below is a description of the different types of signs that should be calculated in a comprehensive signage and wayfinding system.

1. HISTORIC NEIGHBORHOOD IDENTITY

SIGNS/GATEWAYS: Signs and structures at entrances to the historic neighborhoods that surround The Alameda - College Park, Rose Garden, and Shasta Hanchett Park which should reinforce the historic identity of these neighborhoods.

- **Alameda Entrance Gateway:** An entrance gateway to The Alameda Urban Village, announcing arrival to this special corridor, creating a memorable, and serving as a welcoming threshold.

2. VISITOR INFORMATION KIOSKS:

Located in highly-visible areas at the entrance to the Village, at the key transit stations, and paseo entry points.

- *These kiosks could display an enhanced version of The Alameda Neighborhood Walk that is outlined in the book *The Alameda, the Beautiful Way*, by Shannon E.Clark (map on previous page).*

- *Information kiosks can also include space to provide information about events happening in The Alameda Urban Village.*

3. PEDESTRIAN DIRECTIONAL SIGNS:

Pedestrian Kiosks would orient and direct individuals on foot throughout the Village to various amenities and destinations in the Village area.

- *Located at plaza spaces where pedestrians may begin their exploration on foot.*
- *Extend the wayfinding system from parking areas, transit nodes, and bike paths.*
- *Provide detailed maps that highlight visitor amenities, attractions, public transit, and retail areas.*

4. SHARED USE PATH SIGNS:

Directional signs for paseos shared by pedestrians, cyclists, and other users.

- *Clearly identify key bike paths that connect to The Alameda.*
- *Encourage exploration of The Alameda Urban Village retail/dining by path users.*
- *Point out bike-related amenities and*

services.

5. COMMUNITY IDENTIFICATION SIGNS (INTERPRETIVE SIGNS AND PANELS):

Signs that communicate historic or culturally relevant information about a site, structure, or building.

- *Signs should recall and celebrate the history and culture of The Alameda and be informative, accurate, and graphically pleasing.*

6. BANNERS:

They are used in various locations in San José and are typically installed on street light poles. They are used to unify and enliven the streetscape.

7. VEHICULAR DIRECTIONAL SIGNS:

Signs serving to direct vehicular traffic to key destinations within and beyond The Alameda Urban Village.

8. PARKING SIGNS:

Identification and directional signs for parking.

Action Item W-1.1: Work with the community, business owners, and private developers to facilitate the creation of a comprehensive wayfinding and community identification sign system for The Alameda Urban Village

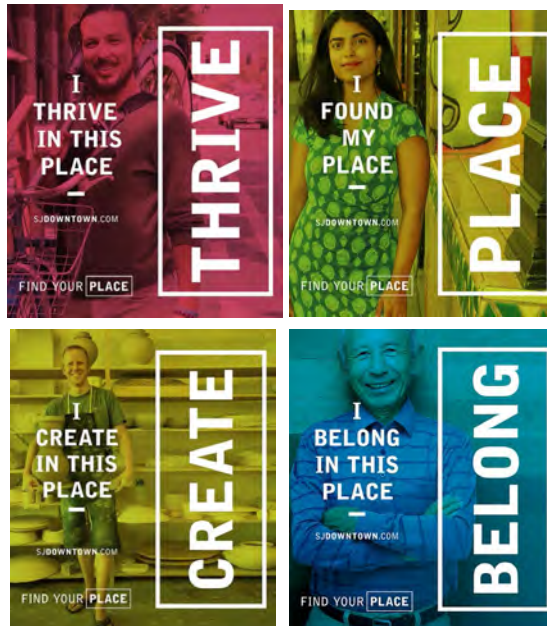
that can become the standard for future implementations.

Action Item W-1.2: Promote the existing walking tour of The Alameda outlined in the book *The Alameda, the Beautiful Way*, by Shannon E. Clark (*map in this chapter*) that creates a loop inside The Alameda Urban Village which encourages exploring this neighborhood by foot.

Action Item W-1.3: This Plan recommends developing a historic information/wayfinding mobile application for this Village. Many cities around United States have started to use such an historic wayfinding tool, including the City of Pasadena in California.



A Community Identification Sign in downtown Menlo Park. The Oak tree logo is repeated in many parts of the City. The Alameda could use the Willow/Sycamore tree as its logo to brand its signage and wayfinding program.



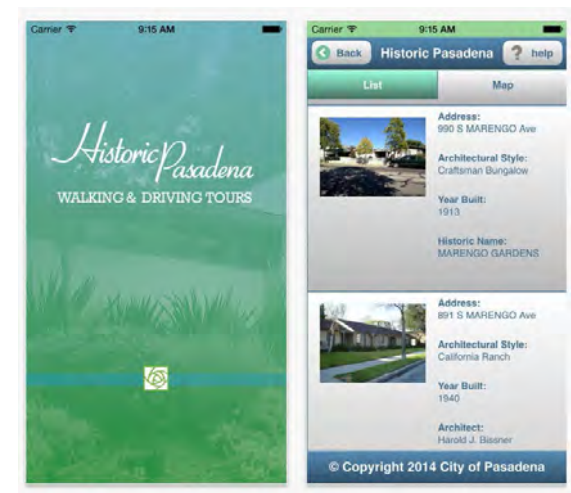
A set of light pole banners decorating the transit corridor on First and Second Streets in downtown San José that show people declaring “I create in this place,” “I belong in this place,” and so forth, making a stream of celebrations.



Examples of Community Identification Signs (Interpretive Signs) that inform visitors of history through photographs and text.



Community Identification Signs for the Japantown and West San Carlos Street, San José

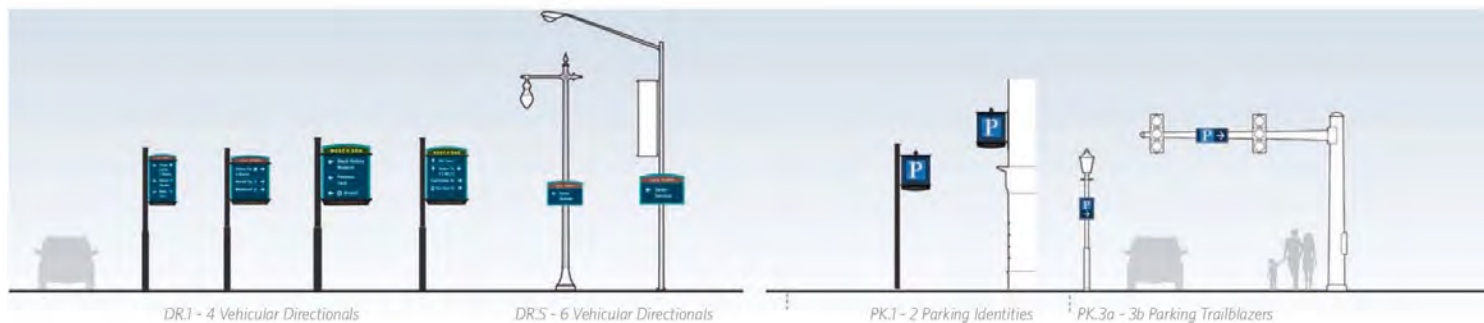
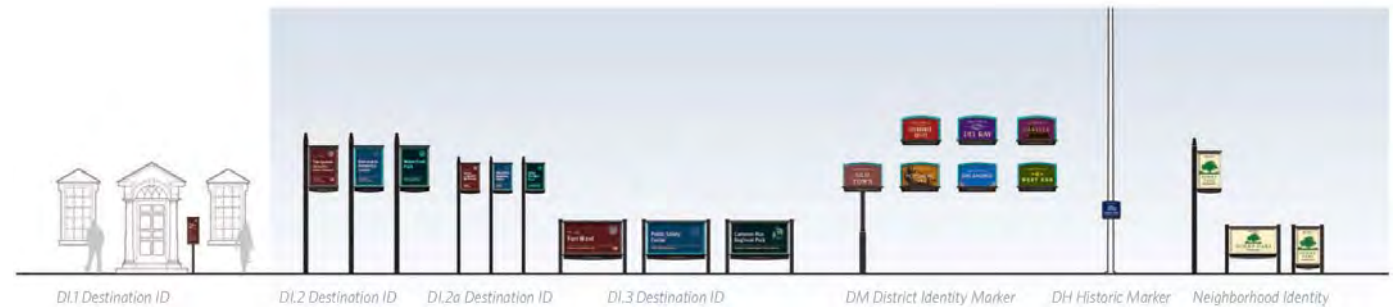


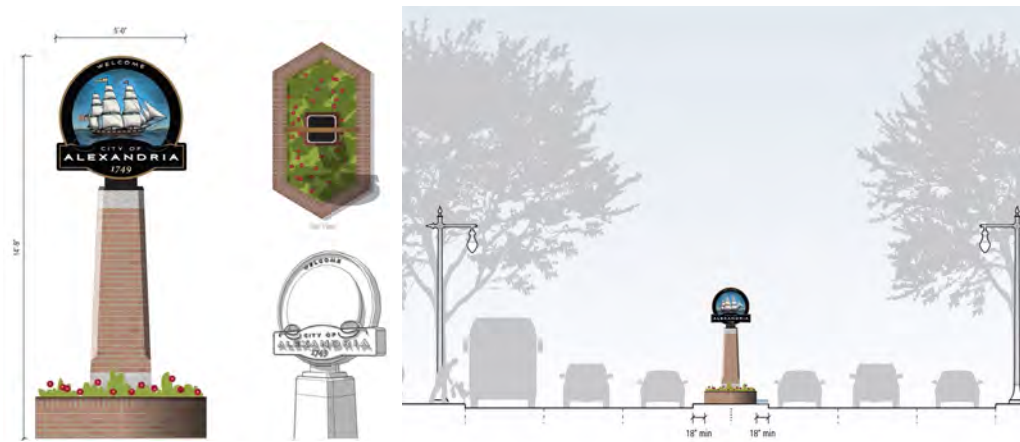
Historic Pasadena Mobile App

Historic Pasadena is a mobile app that provides access to information about historic resources in Pasadena. With this app, anyone can search for any type of historic resources, or follow a pre-defined walking or driving tour developed by the City's historic preservation staff.

These images depict the Comprehensive Sign System for the historic City of Alexandria in Virginia. The components were designed individually, but are also a part of a whole family of form and design to bring cohesiveness to the City. This is a good example of a sign system family that can share the same logo and identity but each sign has its own function.

Source: All images on this page and the next page are from the City of Alexandria Wayfinding System, Design Guidelines Manual, September 2010.





City's Gateway, City of Alexandria, VA

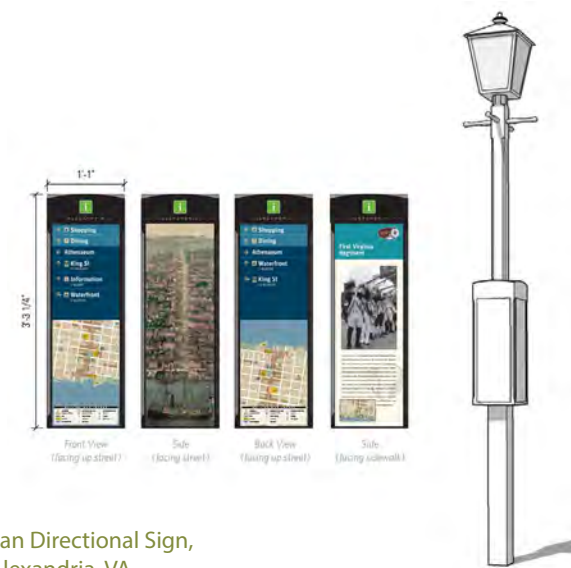


Washington Street North Gateway Design, City of Alexandria, VA



Four-sided Visitor's Kiosk, City of Alexandria, VA

Pedestrian Directional Sign, City of Alexandria, VA



Two-sided Visitor's Kiosk, City of Alexandria, VA



Historic Image of The Alameda from a festival

CHAPTER 8

Finance and Implementation

Reserved